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DECEMBER, 1977

Vol. 103, No. 2

ONE DOLLAR

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RAILROAD MAGAZINE is published monthly by Popular Publications, Inc., 420 Lexington Ave., New York, N.Y. 10017. Second-class postage paid at New York and additional mailing offices.

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Single copy $1.00 Subscription in U.S.A.: one year $10, two years $18. Elsewhere: one year $17, two years $28. Title registered in U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to 420 Lexington Ave., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting manuscripts. We exercise care in handling unsolicited material, but assume no responsibility for its return.

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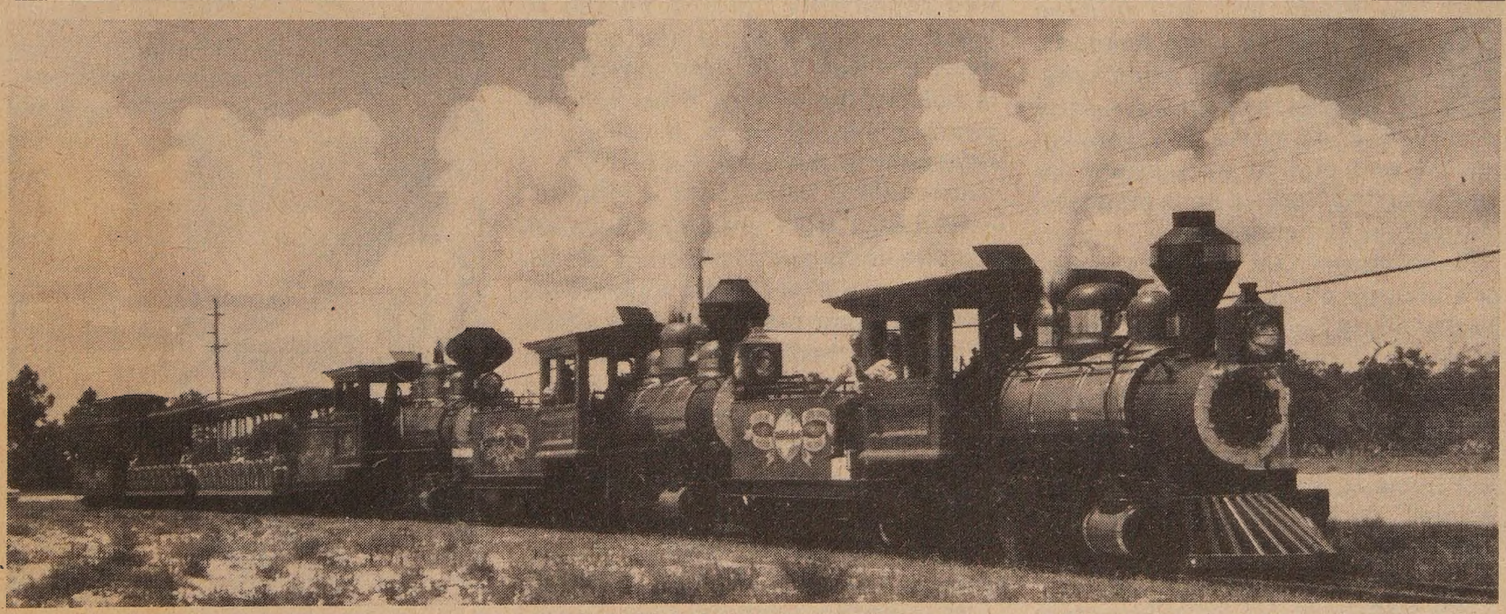


It was Railfan Day on August 13, 1977, on the Petticoat Jct. R.R. at Panama City Beach, Fla.; three Porters were lined up to haul fans with cameras and tape recorders. The popularity of the two 0-4-0's and Mogul was such that the railroad has decided to have such a day next August.

Wilbur T. Golson, 1324 Marque Ann Dr., Baton Rouge, La. 70815

THE MAIL CAR where editors and readers meet

OUR FRONT and back covers this month are studies in blue. The front one shows Boston & Maine GP-7 No. 1575 and two cars bound for Goffstown, N.H., trundling over the Piscataquag River at Piniardsville, a suburb of Manchester. The shot was made by *Interesting Railfan* Ronald N. Johnson, 662 Highland Ave., South Portland, Maine 04106. Note the short tree stumps in the foreground. Ron trimmed them with a buck-saw to permit a clearer view of the train.

Our back cover depicts Norfolk & Western engine No. 7, photographed by Wayne A. Lilly, Rte. 1, Box 281, Bluefield, Va. 24605. The engine is a Consolidation (2-8-0) built by Baldwin in 1897 with 28x24-inch cylinders, 50-inch drivers, 29,376 pounds tractive effort, and weighing 120,785 pounds. Her most recent active life was spent as a yard goat in Bluefield. She was retired some 15 years ago to the Bluefield City Park.

The Personality Parade

IS LAD G. AREND, shortline boomer and contributor to *Railroad* Magazine, age 93, the oldest active person in American railroading, as he claims to be? Lad has been a railroader for 77 years, starting Nov. 3, 1900, and working for some 22 roads, mostly shortlines, throughout the country. At one time he was traveling auditor and station accountant for John Ringling North, Circus magnate, who owned five shortlines.

Photo shows Lad in blue conductor's uniform as he greets visitors to the Strasburg Rail Road at Strasburg, Pa. He was hired in 1968 by Donald J. Hallock, then the president of that road, and he still works for it during the busy summer season. His permanent home is the former railroad car *Chama,* parked at 13 High St., Franklin, Ohio 45005.

JAY PRESTON ALLEN tells a story about one of our *Interesting Railfans,* New York's urbane intellectual Rogers Whitaker.

R.W. was in Dallas, Texas, on an unavoidable journalistic assignment in August. He endured the blast furnace heat and partook of the cocktail parties where the hostess served "fried meat and whiskey" and he looked, listened, and mopped his brow. Finally, he asked a Dallas matron, who was dripping with diamonds of sweat over an open pit barbecue, "Why in the world don't you people go somewhere else in the summer?"

The matron answered: "Why, Mr. Whitaker, it's hot all over Texas this time of year!"

MIKE EAGLESON, steam champion, is unhappy because Canada's *Discovery Train,* which is due to start rolling next July 1, Canada Day, will be pulled by diesel units. When those same cars toured the U.S. in the Freedom Train during our Bicentennial celebration steam power hauled them. Water towers are no longer available at train stations in either country, but local fire departments in U.S. provided water for the steam engines of the Freedom Train. Mike wonders why the same couldn't be done in Canada also. Maybe some Canadian will tell us.

JOHN BAPTIST DREXLER, a retired New York Central fireman of Buffalo, N.Y., died last December 5th at age 80, leaving an estate of $131,000. He had repeatedly ignored advice to make a will, saying he had no relatives. The New York State comptroller is holding the money. If no heir appears within 15 years, it will go irrevocably to the state.

RAILROADERS are angry because a judge in the municipal court of Perrysburg, Ohio, let off with a mere $142 fine a 28-year-old man, name unavailable, who had shot at a caboose on a Conrail train that was blocking his path at a crossing. No crew man was killed or injured, but one of them might well have been. As long as courts are lenient with offenders, criminal acts will continue.

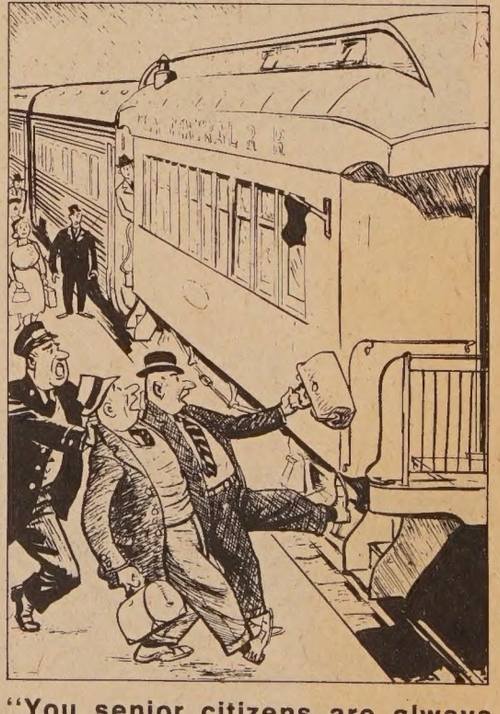
MS. CAROLE FORYST, former finacial reporter for two big newspapers, has been named Assistant Vice President of Information and Public Affairs of the Association of American Railroads, 1920 L Street, N.W., Washington, D.C. 20036.

EDWARD J. HEALY, SR., construction engineer in charge of building Philadelphia's great 30th Street Station in Philadelphia for the Pennsylvania Railroad, a landmark completed in March, 1933, died last September 9th at age 76. He was also project superintendent on the nearby Suburban Station.

Chessie's Winter Plans

LAST WINTER'S "Big Freeze," which affected the Chessie System's coal-hauling, among other things, is not expected to happen again with the same severity, regardless of weather—at least in so far as Chessie is concerned. The big system has designed a "blueprint for winter" to minimize dumping delays incurred by coal freezing in hopper cars, even if temperatures drop as low as they did last winter, coldest period in the nation's history.

Chessie is working on a nearly $3 million program for improving its facilities at Newport News, Va., and Curtis Bay in Baltimore, so that coal can be dumped at those ports no matter how cold it gets. The major addi-



"You senior citizens are always moaning about the good old days. Now get aboard and like it. Have fun."

Drawn by Joseph Easley

tions include new thawing sheds, expansion and improvements of present sheds, mult-fingered vibrating probing devices to further loosen coal after cars leave the thawing plants, and screening grids under rotary dumpers.

Last winter, coal loaded into hopper cars at mines froze as it traveled to its destination. Last January, for example, temperatures in southern Ohio, West Virginia, Newport News, and Baltimore did not get above the freezing point for the entire month. When cars arrived at Chessie's ocean trans-shipping terminals, most of them contained frozen blocks of coal as heavy as 100 tons! The coal, dumped after passing through thawing facilities, emerged in huge lumps. Often, chunks of coal remained inside the cars, still frozen to internal bracing members. The large lumps of frozen coal entering the dumper hoppers could cause injury to personnel and damage to equipment.

Our Monthly Newscast

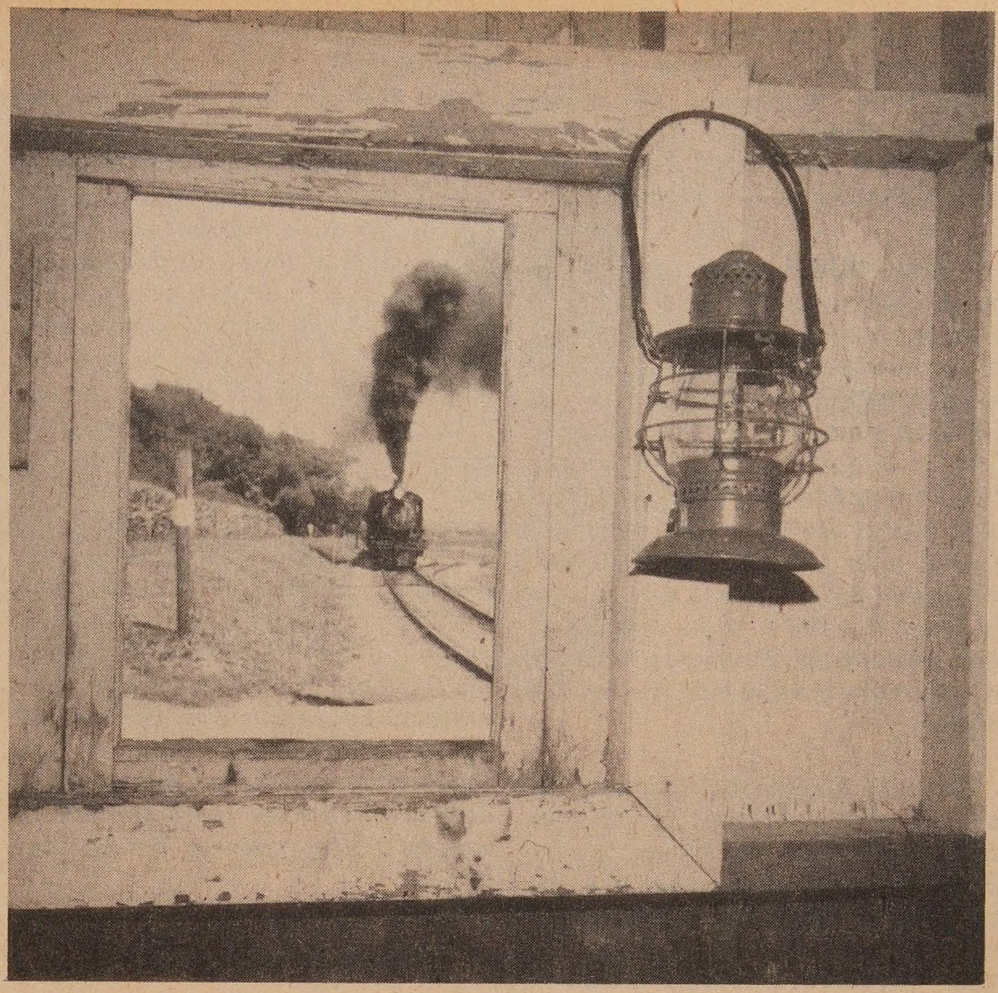
A LABOR-SPONSORED bill just introduced in Congress would, if passed, cut the maximum work day for U.S. train crews from 12 to 10 hours, amending the Hours of Service Act of 1907, which was last amemded in 1969 when Congress approved a reduction from 16 to 12 hours. Cost-conscious brass collars have already gone on record as opposing the measure.

According to A. H. Chesser, president of the United Transportation Union, based in Cleveland, passage of the bill is necessary to improve safety on the nations railroads. Train accidents increased 32.9 percent last year over 1975, he said.

"Twelve hours is an awful long time for a man to stay alert," he added. "Truck drivers are not permitted to drive more than 10 hours without rest."

Chesser declared that if the railroad industry is interested in saving money, it could cut its white-collar work force, which has grown from 15,043 in 1960 to 17,007 in 1975. He said the blue-collar force has dropped from 765,451 to 477,341 in the same period.

SOUTHERN PACIFIC has filed a $39 million damage suit against the Federal Government for negligence in the bomb explosions of April 28, 1973, that nearly destroyed its yard at Roseville, California. Eighteen carloads of 250-pound bombs (336 per car) exploded. SP says improper manufacture and negligent maintenance of the Federally-owned rail cars caused the disaster. Navy tests have upheld the SP contention that a burning car floor set off the bombs. The floor was ignited by sparks from brakeshoes because the cars did not have proper spark shields to protect the flooring.



Back in the thirties? Nope, it's a summery day in 1977 as you stand in Cherry Hill station on Strasburg R.R. watching ex-Pennsy 1223.

Charles A. Elston, 717 Station Ave. D30, Cornwells Heights, Pa. 19020

CONRAIL will build a new enclosed freight-car repair shop at Macedonia, Ohio, 18 miles southeast of Cleveland, the first major shop to be erected by the corporation. The $2 million facility will replace an outmoded outdoor operation. It will repair 1,800 auto-parts cars and about 1,700 other cars.

ONE OF THE TWO big ventilation fans at the five-mile Hoosac Tunnel was not working when four railroad workers were overcome by diesel engine exhaust fumes the other day.

The Boston & Maine crew was trying to repair an air-brake hose after the eastbound freight train was halted about one mile inside the tunnel, which runs beneath the Berkshires east of North Adams, Mass.

The 101-car coal train, pulled by six diesel engines, was stopped for about an hour before police and railroad workers went to the scene to aid the crew. The four men were taken to a hospital.

SOUTHERN PACIFIC will enlarge seven tunnels throughout the Oregon mountains. In particular, the $2.7 million project will affect tunnels 13 and 14 near the Siskiyou Pass and Tunnel 9 near Hugo, which extends 2,100 feet from Jump-Off Joe Creek Valley to Sunny Valley.

A NEW COMPUTER program to help firefighters and police to protect people and property after rail accidents involving hazardous materials has been developed by the Association of American Railroads' Bureau of Explosives. When meshed with a railroad's computer system, the program produces an emergency response guide from which information on any of the more than 1600 hazardous materials shipped by rail can be had instantly in print-out form.

This guide identifies the physical and chemical properties of each dangerous material, its major hazards, proper action to control a fire or leak, and procedures for personnel protection and evacuation.

A RAIL SUPPLY firm's bid to acquire control of the Green Bay & Western has been blocked by a Federal court which spurned its petition to obtain the GB&W's stockholder list. A&K Materials Inc. has joined the battle waged by the Burlington Northern and three other lines for acquisition of the GB&W by making a formal offer for the carrier's stock. But the GB&W president, who said he favored the BN's offer, refused to give A&K the list. Burlington Northern wants to buy the 250-mile line for $3.4 million.

RECENT PURCHASE of nearly 600 copies of the railroad sound-slide color film, "They Can't Stop," by the State of Pennsylvania raised to 43 the number of states using the award-winning film in driver-education and school systems. Information about it is available from its creator, Art J. Fettig, Grand Trunk Western Railroad, 26 E. Dickman, Battle Creek, Mich. 49017.

The film was first introduced into school and driver-education programs last year when GTW donated 700 copies to the Michigan Dept. of Education after budget seemed to doom its use there. Since then, orders for the 13-minute film on rail-highway crossing have mushroomed to include 57 railroads, police and transportation agencies, labor unions, trafdic and safety groups, automobile clubs, colleges, and universities.

UNEMPLOYED rail workers with less than 10 years' service can qualify for extended jobless benefits during the period which began Sept. 2nd, the Railroad Retirement Board has announced. When the jobless roll rises above 4.5%, unemployed railroaders are eligible for extended benefits which may continue for 13 weeks if they sign up during that period.

Casey Jones's Home

AT LEAST until a lawsuit is settled, Casey Jones's old dwelling is going to stay where he left it, downtown by the railroad yards in Jackson, Tennessee. Chancellor Joe Morris signed a temporary restraining order prohibiting Brooks Shaw & Sons Old Country Store from moving it to the site near Interstate 40 of a proposed "Casey Jones Village." A suit filed by Jackson residents, including Casey's granddaughter, seeks to block the move permanently.

The city of Jackson signed a 10-year lease giving Brooks Shaw & Sons permission to operate the home at the new site. But the suit says city officials violated Tennessee laws and Jackson ordinances in doing so.

In 1966 the city opened the home and museum after buying the rights to the Casey Jones legend from the engineer's widow, the former Miss Jane Brady. Her husband became famous after a ballad was written in the early 1900s romanticizing the 1900 crash near Vaughan, Miss., in which he died. The Old Country Store plans to build a railroad depot to house the exhibits and furnish the home like it was when Jones was alive.

One hot summer day in 1944, while editor Freeman Hubbard was writing his first book, *Railroad Avenue,* he visited that old, white, frame house in Jackson, chatted with Casey's widow on its front porch, and bought a copy of Lee's biography of *Casey Jones* from her. Freeman also interviewed Casey's son in Jackson, his daughter in Mobile, Ala., and his last fireman, Sim Webb, in Memphis, Tennessee. Later, your editor was instrumental in getting a millionaire friend of his, Lucius Beebe, one of our *Interesting Railfans,* to erect a granite and bronze monument over the folklore hero's formerly neglected grave in Mt. Calvary Cemetery at Jackson while the widow was still living. Today, Mrs. Jones also is sleeping out eternity beneath that stone.

Views and Reviews

FIFTY YEARS of railway labor management relations under the Railway Labor Act have been reviewed by the National Mediation Board. The 301-page publication, entitled *Rail Labor at Fifty,* may be had for $4.50 per copy from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

LONG AGO a mutt named Owney was the mascot of the Railway Mail Service. Now, stuffed and wearing a few of his medals, he is seen yearly by millions at the Smithsonian Institution in Washington, D.C. He wandered into the post office in Albany, N.Y., in 1888, was befriended by employees, and was soon at home among the mailbags. He often rode on top of sacks carrying mail from the Albany post office to the local railroad depot.

One day he followed the pouches onboard a train bound for New York City. That turned out to be the start of his odyssey. Albany clerks bought him a collar saying, "Owney, Post Office, Albany, N.Y." His absences became frequent and lengthy. Clerks fastened to his collar a card asking that the dog's journeys be recorded by Railway Mail Service employes. They attached metal tags to his collar, eventually accumulating 1,017 tags, tokens, and medals.

Owney died of an unexplained bullet wound on June 11, 1897. Postal clerks paid a taxidermist to preserve his body. With his medals, he came to the museum room of the Post Office Department, and in 1911 was transferred to the Smithsonian, where he now occupies a place in the Hall of Stamps and Mails.

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READERS who send typewritten letters intended for publication would do us a real favor by using double-spaced typing. This is easier for editors and printers to read and prepare for publication.

DOUBLE PAGE photo of the Georgia Railroad roundhouse in ruins in your Sept. '77 issue was identified as follows in George Abdill's book, *Civil War Railroads:* Engine on turntable is the *O.A. Bull,* Atlanta & West Point Railroad. In the foreground is the *Telegraph,* also A&WP. To the rear, left to right: the *E.Y. Hill,* the *M.P. Stovall,* the *E.L. Ellsworth,* and the *Hercules.* The last-named was a Georgia Railroad engine. Photo was made by George N. Barnard, who took many pictures of General Sherman's destruction of Atlanta in 1864.—Col. James G. Bogle (U.S. Army retired and *Interesting Railfan),* 1749 Dyson Drive, N.E., Atlanta, Georgia 30307.

Railroading Women

FEMALE gandy dancers? "Oh, no," said an Amtrack public relations spokesperson. "I don't think we have any women working on track gangs. We have one woman welder on the job somewhere, but I am 99 and 99 hundredths percent sure none are working on our maintenance-of-way. It's not that we'd object to hiring them. It's just that it is brutal work. No woman would want it."

Nevertheless, Amtrak *does* employ female gandy dancers in the Philadelphia area. "I'm Phyllis Wheaten," said one of them, wearing blue jeans, T-shirt, and orange hard hat, "and except for the blisters, it's a good job."

"We use the same tools as the men," said Cathy Rix, lowering the head of her 10-pound sledge to the ground beside her heavy work boot. "We carry the ties, work with picks, shovels, just like they do."

"It's the challenge," said Beverly Lloyd, "if the men can do it, we can, too."

She and the other trackpersons stepped over the rails and down the embankment as a commuter Silverliner sped by. Despite what Amtrak's public relations lady thinks, the three women and, they said, about 14 others, are "working on the railroad" on what used to be the Reading's right-of-way. The women said they started working on August 9th. They said they understood Amtrak had to hire women because the present track maintenance work is federally funded and not to hire women would violate the law against sex discimination.

CANADIAN NATIONAL retained the New York firm of Boyle-Kirkman Associates in 1974 to study the status of women at CN and to determine what attitudes and myths were blocking the promotion of female employees. At that time women represented only four percent of CN's total work force. When the results of the study were presented, Robert Bandeen, company president and chief executive officer, described the findings as "devastating."

As a result, seminars for females as well as for managers were set up. Since then more opportunities for promotion have opened up for women at CN. More and more of them are occupying non-traditional jobs in the yards, workshops, and even at the technical and professional levels.

He Railroaded in 1906

LOCOMOTIVE ENGINEER last January mentioned C.C. Rogers of Largo, Fla., as possibly having been the only man who worked in railroading before the Hours of Service Act with its 16-hour law went into effect. Mr. Rogers began firing for the CB&Q in 1907. He is 85. I am 91. I started firing for the Duluth, South Shore & Atlantic (now part of the Soo Line) in 1906, the year your magazine was founded and the year of the San Francisco earthquake.

The first engine I fired had been idle and in storage for years, but 1906 was a busy year for the railroad industry and any locomotive that could be made operable was put into service. This engine was an 0-4-0 with a four-wheel tank. She had a diamond stack, no lubricator, water glass, or brake, although the tank had a hand-brake. When the engineer called for a stop I had to use a club on this hand-brake to stop her.

A cup in the cab that held about a pint of oil was filled and capped. When the engine was drifting, a valve below this cup was opened to let oil flow to the cylinders through pipes from this cup. On her right side this engine had a water pump connected to the crosshead. The engine had to be steamed up and run up and down the track in to put water into the boiler.

An injector was installed on the left side before she went into service in 1906. There were three gauge cocks but, as I said, no water glass. I retired in 1956 after railroading for 50 years and seven months. I was also the first engineer to run our diesels in single and multiple units.—Arthur Nadeau, Norlite Nursing Home, U.S. Highway 41, Marquette, Mich. 49855.

Harvey Hotel Reopened

THE CASTENEDA is a huge, ornate, yellow brick hotel at Las Vegas, N.M., built by the Santa Fe Railway 78 years ago for the Fred Harvey chain of hotels and restaurants. It now belongs to Don Eldh, who bought it for $85,000, according to information sent to us by *Interesting Railfan* Ramona K. McGuire of Redding, Calif. The edifice has 40 second-floor rooms plus, on the ground floor, a large restaurant, a bar, a spacious lobby, and other rooms.

"I couldn't resist buying it," says Don. "Why, even if it were razed, the bricks alone should be worth at least what I paid for the hotel. When the Casteneda was built, Las Vegas was New Mexico's largest city and the Santa Fe spent $250,000 on building and furnishing the hotel, which used to be one of the plushest in the nation. Teddy Roosevelt and his Rough Riders held their first reunion there on the January day in 1899 when it first opened."

For years transcontinental trains would stop at this city enroute from Chicago and the East Coast to Los Angeles. Passengers would unload here and dine on gourmet food in the fancy dining room, which could seat 200. Many spent a luxurious night here and boarded a later train the next day. The Fred Harvey Co. ran this hotel from the day it opened until 1948, when it became too much of a money-loser. The Santa Fe sold the Castenada and its contents for a mere $11,000 to a buyer who reimbursed himself for the cost by selling the dining furniture alone.

Don Eldh has converted 30 of the 40 upstairs hotel rooms into apartments, which tenants have rented. He reopened the restaurant in 1974.

"I'm hoping that people riding Amtrak's *Southwest Limited* that stops here on daily runs between Chicago and Los Angeles," he says, "will start spending the night again in this fine old railroad hotel."

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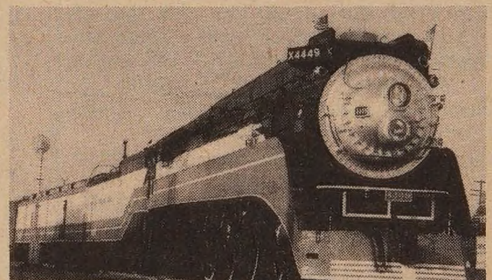

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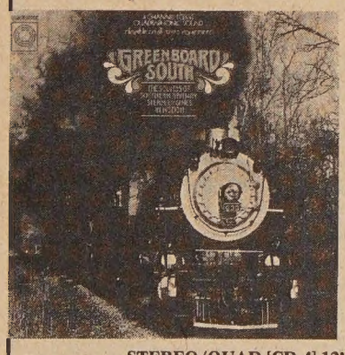

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Buses or Rail Transit?

JUST HOW MUCH are certain members of Congress are being influenced by the General Motors lobby? Your guess is as good as ours. We do know that a recent Congressional study, an 86-page report to the Congressional Budget Office, takes the ill-advised position that building subways and other rail transit systems is one of the least efficient solutions to the use of energy in mass transit and that it offers "little aid to the nation's efforts to save fuel." The study has nothing but praise for buses and privately-owned automobile pools. It was presented on October 5th to the Senate Transportation subcommittee.

As for buses, the report says: "While their operating energy intensity is typically only slightly better than that of other conventional public transport modes, their access conditions and route coverage are generally such" that overall energy consumption "is only about half that of new rail or trolley systems." Light rail was reported to be "marginally effective in conserving energy, although it appears to rank significantly lower than bus, van pool, or car pool in terms of its conservation potential."

The report is disappointing to transit officials, who have been dismayed at a drift of Federal policy away from the construction of rail facilities. B.R. Stokes, executive director of the American Public Transit Association, says: "The logic of the Government position escapes transit officials because the high capacity of trains in heavily traveled corridors is without question. So far as we know, rail is more energy-efficient than automobiles or any other mode of travel."

Urban Mass Transit Administration, an agency of the Department of Transportation, recently emphasized that large-scale mass transit rail systems will be discouraged. But the Carter Administration has again assured Rep. Henry J. Nowak, a Buffalo Democrat, that it plans to back up its $260 million commitment to the light rail rapid transit system now being planned for Buffalo.

The Invisible Hogger

ONE STORMY DAY in 1926 I was firing a 3600 Consolidation coal-burner on the Canadian Pacific's Kettle Valley line from Grand Forks to Nelson, B.C. As our drag was not full tonnage, we made the 2 percent grades without help of a pusher. I had no trouble keeping steam pressure "up to the pin"; and to make it easier for me, our 3600 was an exceptionally good steamer.

Things went fine until we started climbing a fairly steep grade about halfway along our trip. My engineer had the reverse wheel at full cutoff and the throttle out quite a way when the drivers began slipping on the wet rails. Easing the throttle, he reached up and opened the sander valve to get traction; but the slipping continued. Obiously, the sand wasn't reaching the rails.

At length the slipping ceased and we thundered up the grade at a good speed. But my engineer knew that with plenty of steep grades ahead, he had to get those sanders working. Reaching into his toolbox for his machinist's hammer, he told me to take over the throttle. Then he climbed out onto the engine's running board and edged forward to where the sand pipes came down from the sand dome.

As I watched, he pounded the pipes to release the stuck sand. Drenching rain had seeped down through the sand dome, wetting the sand so badly that it simply stuck in the pipes. Taking my eyes off the hogger, I glanced up at the steam gage to discover that our pressure had dropped. I got down off the engineer's seatbox and set to work with the scoop, building up the sagging fire.

That took only a few minutes. But by the time I got back on the right-hand seatbox, there was no sign of the engineer outside! Thinking he'd gone around to clear the pipes on the left side, I crossed over to look for him. But he was not in sight! By now, the steep grade had leveled off a bit. So, easing throttle, I spun the reverse wheel to reduce cutoff.

Still no sign of my engineer! An alarming thought flashed into my mind: had he fallen off the running board while reaching down to hammer the lower part of those sand pipes? For a moment I had a terrifying mental picture of him lying among the jagged rocks alongside the track behind us. With many curves on that part of the Kettle Valley line, a man could easily fall, unobserved by the tail and crew.

Our head end brakeman had gone back to the caboose just before this

incident. Even with the noise of stack exhaust, I would have heard the hogger pounding on the sand pipes at the left. But I didn't . I decided that I'd have to act fast if, as I suspected, he had fallen. To make sure, I crossed the cab to get another look; and there, to my great relief, I saw the engineer climb up onto the running board from the front end.

After he finished clearing the sand pipes he climbed back into the cab, soaking wet from the hard rain. When I said what I thought had happened he grinned and explained that he'd stopped at the front end of the engine to tighten up the loose headlight cover. In order to dry himself, he told me to stay with the throttle while he took over my job with the scoop. Then, with things normal again, I enjoyed the thrill of running that powerful 3600 engine—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada v8W 1N9.

Overseas Railroading

THEY JUST wanted to have fun. A gang of Austrian juvenile soccer fans unscrewed all the light bulbs in the last car of a subway train in Vienna on the night of September 14th, disconnecting the tail light, and then stopped the train by pulling the emergency brake cord. Another train struck the rear of the unlit car, and 37 person were hospitalized. A transport official said an investigation would determine why the second train was not stopped by the line's automatic traffic regulators. The soccer fans were not punished for their "prank."

THESE BOYS also wanted to have fun. Five kids ranging in age from 13 to 15 stood watching trains in southern Wales on a stretch of British Rail track where a young train-watcher was killed not long ago; 125 high-speed trains use this track. Such trespassing is illegal. A police sergeant hauled them into court. Each lad was fined five pounds and their parents were directed to provide the money.

UNION SWITCH & SIGNAL Division of Westinghouse Air Brake Co., Pittsburgh, Pa., is under contract to design, supply, and install equipment for a new classification yard of the Netherlands Railways near Rotterdam, Holland. Included are a digital computer to control 36 tracks.

LAST SUMMER, my husband and I rode one of England's newest steam railways, the Middleton Steam Railway in Leeds. An enthusiastic group has laid tracks across a mined-out area now at the beginning of redevelopment, and the tracks terminate near an old park. The station and yards are right off a main road. The engine we rode behind resembles the ones which used to run on the Isle of Wight, with a front profile like a cross-section of a bell. In the yards were a number of saddle tank engines. The passenger cars consisted of one open gondola and one closed car, both the old wooden third-class type. In a year or two, when this operation is better known, steam enthusiasts should find it easy to visit the Middleton Railway before or after the Kieghley & Worth Valley Railway.—Mrs. Delphine Johnston, 148-48 88th Ave., Jamaica, N.Y. 11435.

POSSIBLY the world's only railroad that was built by interned enemy aliens during World War I was an Australian branch line which for 50 years served the Moorebank military area in New South Wales but was closed for repairs on August 4, 1974, and is likely to be abandoned soon. The final act in this line's history came a step closer when the junction points with the Up and Down lines at Liverpool to Holsworthy, both in N.S.W., were spiked in the normal position and secured by standard clips and XL locks, pending removal. Much of this unusual stretch of track runs beside public roads. During the war, the camp for enemy aliens and German prisoners of war was located at Holsworthy. Construction of the railway took seven months.—A. Man, P.O. Box 3, Drummoyne, N.S.W., 2047, Australia.

British Locos Get Names

FIFTY YEARS after ex-LMS steam locomotive 6100 *Royal Scot* made her record-breaking run between Euston and Carlisle, another engine—the diesel-electric locomotive 87001—has been given the same name. The new *Royal Scott* nameplate was unveiled at Euston station by Jill Parker, wife of Board Chairman Peter Parker, who was making his first official solo visit to the railways.

The ceremony heralds a change of Board policy and now more than 80 of

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The electrics bear names of larger cities on the route as well as others that have a strong connection with British history. The diesels carry British warship names of the past and the present.

Interested onlooker at the Euston ceremony was 82-year-old Len Pile, who was fireman on the original *Royal Scot* when she made her historic run in 1927.

Locomotive 87001 previously had been known as *Stephenson*—a name allocated in 1975 to mark the 150th anniversary of public passenger railways. With the agreement of the Stephenson Locomotive Society the nameplate has been transferred to another unique class 87 loco—numer 87101—the first electric loco to be fitted with thyristor control.

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Prepare for Retirement

IN THE NEXT ten years a staggering change will take place in the railroad industry. By 1897 about half of the Union Pacific's 26,000 empoloyees, for example, will have retired—or, in our lingo, "get the rocking chair." A similar situation applies on all roads.

"The railroad industry in general has an older population," according to Jeff Porter, the UP's assistant director of personnel. "About half of the employees are age 52 or olders."

With so many nearing retirement, Porter began organizing retirement-planning seminars about 2½ years ago. UP's program is one of the first of its kind in the railroad industry. Just as people generally don't go to doctors until they experience pain, they usually don't plan for their retirement years either, even though people are living longer.

"Unfortunately, in future planning, pains don't come early in life," a speaker told women attending one of UP's retirement planning sessions. "Young people in their 20's and 30's simply don't visualize retirement. Individuals think everything will take care of itself."

"Some can't wait for the day and others just dread it," Porter said. "Part of retirement is the loss of the identifiable role. We try to talk about the changes."

During one seminar, people pretend they have a new role in life. They are asked to imagine how it feels to leave their jobs and find leisure time vastly increased. Participants were told that most persons are in good health when they retire with 10 to 15 or more years of life quite possible for most people.

"We try to dispel the myths about nursing homes," Porter said. "Only about 5 percent of the population over 70 is in nursing homes."

While most employees do some financial planning, they often overlook other needs. The old joke about a retired man getting underfoot as his wife goes about her housework is no joke when a man hasn't thought about what he is going to do after the 8-to-5 job is gone.

Mrs. George Thompson, wife of a retired UP Safety Department employee, told a seminar this is no problem in her home. While her husband was working, she developed several interests outside the home. Since retirement, both are busy with volunteer work and other activities.

Mrs. Washburn, a retired nurse, told of instances where persons dreamed of sitting around doing nothing after they retire. Inactivity soon becomes boring. Such persons are unhappy and have little or no purpose in life. This year, UP conducted seminars for both women and couples in the Omaha headquarters building. Four sessions are planned next year. Porter said they also may be organized elsewhere on the system, depending upon interest and resources.

Seminar participants learned about housing, disposition of property, health care, the aging process, leisure activities, financial planning and other subjects. Those who can't attend such seminars will find books that deal with retirement problems in the public libraries and pocketbook stores. And don't forget to read up on the subject of how good nutrition and vitamins can help to keep you healthy and prolong your life. Such boosk may be found in any health-food store.

Porter believes employees should start planning for retirement at least by age 50. The average age at which Union Pacific workers now retire, he said, is three or four years under the traditional age 65.

The Ideal Crew

OLD-TIMER, if you could roll back the curtain of time and choose your ideal local freight crew and equipment, I wonder what your choice would be? Here is mine:

For an engine I'd want a Ten-wheeler with drivers not much larger than the top of a pill-box, one that clanks and bangs with every revolution, one which has so much lost motion in crosshead, wedges, and rods that it is a mystery how she holds together at all. She must have at least three flues and five stay-bolts leaking, yet in some miraculous manner she always must have plenty of steam, and be able to outrun the highest-wheeled Atlantic type on the road.

Then, for my caboose, I'd want a battered old relic that hasn't been painted for twenty years and has one side all blistered from heat, dating back to the time she was nearly burned in that sawmill fire. I'd want her to have an abundant supply of the locker cushions which every local crew swipes from every deadhead

caboose whenever they get a chance.

For my engine crew, I'd want as a fireman some young fellow who has just been taken from the roundhouse, where he was a wiper, and who wouldn't trade his present job for the presidency of the road. He must be a lad who is extremely anxious to make good, and who consequently is always watching for signals, is full of theories on combustion, and is always listening eagerly to ideas on mechanics. My engineer must be one who has been promoted long enough to have lost his nervousness; one who wants a reputation as a fast runner, knows to a pound how much she will pull over the hill, and to the split second how long it takes to go from here to there.

Now for my brakeman. The head man should be named "Mac" or "Red," weigh about 180 pounds and be able to carry a hall safe on his back from waycar to freight platform. Good-natured and almost always with a grin on his face, he must be the fighting man on the crew when some big drayman or hobo insists on trouble. From a man half his size "Mac" must shy away and run, if he has to.

My swing man ought to be named "Windy" or "Noisy," because the only time he ever speaks is when he can't get out of it. But if his tongue is still his brain is not. He must see moves in switching fifty miles away, and figure accordingly. And he must be tall and lanky. Then comes "Shorty." Sure! Shorty is the "parlor" brakeman, and he should be about five feet four inches. The "dude" of the crew, he puts on a clean shirt at least once a week. And is that crummy kept clean! When Shorty brings the "glims" over, they burn and stay lit. You are not always blistering your fingers and re-lighting lamps that Shorty takes care of.

Now for the balance wheel of the organization, the conductor. I want a grizzled veteran with the disposition of a disturbed hornet, preferably with a "flat wheel" and the ability to blister the hide of any agent who dares ask for an extra switch after the list has been given the crew. Before him even the most Devil-may-care brakeman stands a little in awe, and as heaven knows, anything that bunch stands in awe of must be a bear cat. Now, honestly, old-timer, haven't I picked just about an ideal crew? And haven't you seen many a crew just about like 'em, in days gone by?

—William F. Knapke

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Interesting Railfan No. 180

F. Wesley Krambeck

by FREEMAN HUBBARD

Wes as teenager.

IT'S EASY to understand why F. Wesley Krambeck became railfan and then a railroad man. Says he, "A fondness for steam power was born and bred in me." He entered the world at Salina, Kansas, on May 5, 1906, a few months before *Railroad Magazine* first came out. His father and two uncles were Rock Island engineers and his oldest sister worked for the Santa Fe. There must have been quite a bit of railroad shop talk when the family got together.

Our subject grew up in Herington, Kansas, where Missouri Pacific trains with gray squirrel plumes of acrid smoke and with whistles blasting the station signal swooped downhill and around a curve into town and over a straight stretch of track just a block south of his home. What kid wouldn't be thrilled by such goings-on almost in his back yard?

Before he was old enough to go to school, Wes modeled an engine and passenger train out of mud and strung it across the front porch of his home. Often his teachers chided him for showing more interest in passing trains than he did in his studies. With his first camera, a size-130 box, at about age twelve, he began taking pictures of MoP engines around Herington. Later he also got a size 116 Kodak, but it was not until he joined the International Engine Picture Club of *Railroad Magazine* that his hobby went into high gear.

On picture-taking trips he sought wedge-shaped side views, trains on bridges, front end groups of locomotives, smoky scenes, and unusual shots involving engines or trains. He also acquired a large collection of caboose negatives, wooden depots, signal towers, and old wooden water tanks; but the shutter speed on his Kodak was not fast enough for speed shots.

SAUNTERING home from school one afternoon when he was about nine years old, West caught sight of a puffing Mogul, No. 3687, switching on the MoP east of the depot and hurried over there just as she was coupling into a train. He studied the 2-6-0 with rapt attention.

Missouri Pacific depot at Herington as it looked when Wes was 30 years old.
Photograph by F. Wesley Krambeck

The engineer, tall and slender with black hair, grinned down from the cab and asked: "Well, sonny, what do you think of her?"

"Pretty nice," the lad said. "Real nice."

"Want to come up into the cab?"

Wes quickly accepted the offer. It was at that time the most exciting moment of his life. He didn't know it then, but the hogger's name was Bill Barber.

"We're going to pull up to the east end of the siding," Bill said, "and you can ride with me if you don't mind walking back."

The boy was happy. "Thanks, mister. I'd walk back miles for a ride like that."

Thus Wesley Krambeck started on the road to railfandom. Like a stray dog patted on the head, he wasn't about to let things end there. During much of the time when he wasn't in school or eating or sleeping, he was watching trains. His new friend, the engineer, ran local freight between Council Grove, where he lived, and Marquette, Kansas, one day westbound and eastbound the next.

In those days—golden days for the railroads—almost everything, freight and passengers, moved by rail. The peddler worked at switching lumber and coal yards, a grain elevator, stockyards, team track, and the Rock Island transfer, besides loading and unloading merchandise. Wes made a point of meeting it whenever possible and greeted his hero, Bill Barber. Their growing friendship lasted for almost 45 years, until Bill died in 1959 at age 88.

On June 3, 1922, Wesley Krambeck hired out to the Rock Island for what proved to be slightly

Missouri Pacific 4-6-2 No. 6442 at Herington, Kansas, on May 5, 1931. At the left is engineer W.J. (Bill) Barber, Wesley's boyhood hero and longtime friend, standing beside fireman Knox.
Both photos on this page by F. Wesley Krambeck

more than half a century of railroading. His first job was in the roundhouse. He wanted to be a hogger, of course, but the minimum age for engine service was 21 years. Wes intended to stay in the Mechanical Department until he was 21 and then go firing. Alas, the Shopmen's Strike of 1922, followed in 1929 by the Depression, ended that dream. During that grim period many engineers with 20 years' seniority couldn't even hold the firemen's extra board!

SO OUR *Interesting Railfan* worked as a track laborer, crew caller, ticket clerk, and in the offices of the trainmaster, chief dispatcher, and division superintendent. Being fast with a typewriter, he was often sent out to investigations of accidents, to record the questions, answers, and testimony.

"All this," he recalls, "I took directly on the typewriter, without previously making notes. Often the ICC sat in on the investigations. Later, I spent several years as chief timekeeper, handling time slips, etc., for men in road engine, train, and switching service."

His one big romance is the former Mae Krause, whose natural blond hair, rich brown eyes, pretty face, and lively mien captivated him. They first met as high school kids when Mae walked into the classroom, looked around, and sat down beside him. Naturally, Wes liked the idea of having a good-looking girl sitting there. In time, friendship developed and then love. They were married in Mae's home in Herington on Oct. 2, 1927; shortly after her graduation from high school.

Both are members of a United Presbyterian Church. They jointly edit and print a weekly church school paper. Wes is on the board of trustees. They celebrated their fiftieth wedding anniversary this past October at their home, 4406 Belleview, Kansas City, Mo. 64111. They have two daughters, Carolyn and Marlene, and a son, Keith, all married, and three grandchildren.

Mae makes exotic quilts, afghans, etc., and cooks the kind of meals that keep them both healthy. She also likes trains and has traveled great distances with her husband on his passes. In 1968 they drove about 8,000 miles through 21 states. Altogether, they have toured 48 states, Canada, and Mexico.

Wes is a six-footer weighing 155 pounds. Even at age 71 he

Head-on collision 3 miles west of Herington in Oct. '26, between eastbound MoP 1428 and westbound 1439. Crew of 1428 took 1433 in siding at Hope, Kan., for 1439 and left Hope opposing 1439. Both trains were going downhill, making run for opposite hill, and hit near trestle. Only man of two engine crews to be injured was head brakeman riding in coop on tender of engine 1428.

Wes's wife, Mae, at 19.

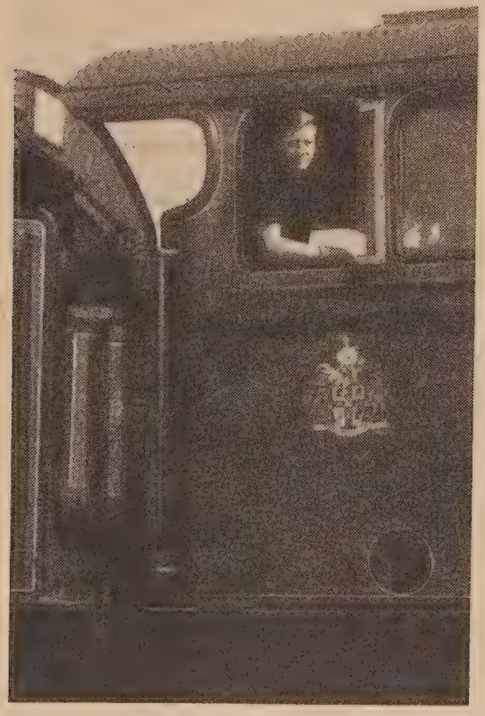
Wes and Mae as they look now.

Oldest daughter, Carolyn.

Youngest is Marlene.

has a full head of hair, his own teeth, and keen hearing, and never wears glasses. He makes friends easily. His senior high school annual described him as "Future president of the Mo-Pac. Wes is always smiling. We believe he would smile at his own funeral." Despite his tall slim build, or maybe because of it, he is strong and agile, often taking two stair steps at a time. He can lift heavy objects and enjoys hiking and running.

He never uses tobacco, liquor, drugs, or even coffee. Judging from the way he lives and his calm, cheerful disposition, Wes Krambeck is likely to reach at least the century mark.



Son Keith in cab of British engine.

HIS HOBBIES include scale model railroading and sixty 200-foot reels of Kodachrome movies. He has five O gage steam locomotives, four passenger trains, and a lot of freight cars, of which he built the most recent ones from scratch, on his Chicago, Kansas & Orient model layout, and many large framed photos of locomotives on his walls.

As a major interest he has worked up more than 400 handwritten sheets of specifications and material on Rock Island motive power—steam, diesels, and motor cars. This could be the most comprehensive coverage of the subject that will ever be prepared, and he is taking steps toward publication in book form.

"As a small boy," writes Ken Casford of Whittier, Calif., "I began taking railroad pictures, and I am grateful to Wesley for showing me how to improve my technique. I admire his ability to turn out fine photography with a minimum of equipment. To my knowledge, he has never had a darkroom, yet the quality of his work is far above that of many others who have elaborate and costly equipment.

"Besides being a photographer and rail historian, my friend builds quarter-inch-scale engines and cars. One of his engines will run on two flashlight batteries for power. Usually it takes a good 12-volt DC 4-amp rectifier to move on O gage loco with a DC motor."

Jack W. Farrel feels a similar debt of gratitude to Wesley Krambeck "for straightening me out at an early age on how to take engine pictures." Jack lives at 401 E. 239th St., Bronx, N.Y. 10470, and is editor-in-chief of *Locomotive Quarterly*.

"Formal affiliations aside," he writes, "the serious long-term railfans constitute a veritable fraternity. At the group's center, as I see it, stands Wesley Krambeck, whose extensive travels throughout the country have given him direct personal contact with many of the faithful. A demon researcher, retirement from the CRI&P finds him working as hard as ever, completing the structure of an all-time Rock Island roster, despite lamentable gaps in the company's own records, due to fires, etc. I am working with him on a comprehensive volume that will at once preserve this valuable chronological and technical data and provide a picture of the road's power development and utilization. We at *Locomotive Quarterly* are proud to have him as a major contributor."

THE MISSOURI PACIFIC of Krambeck's youth was part of George J. Gould's continental empire. Being hard put for power, it used just about every type of engine available. At one time its passenger service used slide-valve 2-8-0's numbered 133 and 138 and, occasionally, a 2-8-2 in the 1200 series.

"On the Central Kansas Division, through Herington," Wes

Frisco engines at Wichita, Kan., May 7, '33. (L to R) Nos. 777, 3746, 721, 4019, 810, and 3745.

both photos on this page by F. Wesley Krambeck

tells us, the classes of engines showed up at one time or other: 1, 100, 400 (ex-1200's), 500, and 800 (2-8-0's); 1200 (2-8-2's); 2300, 2400, 2500, 2600, 2700, 2800, 7500, 7600, 7700, 7800 (4-6-0's); 3600 (2-6-0's); 5500 (4-4-2's); and 6400 and 6500 (4-6-2's).

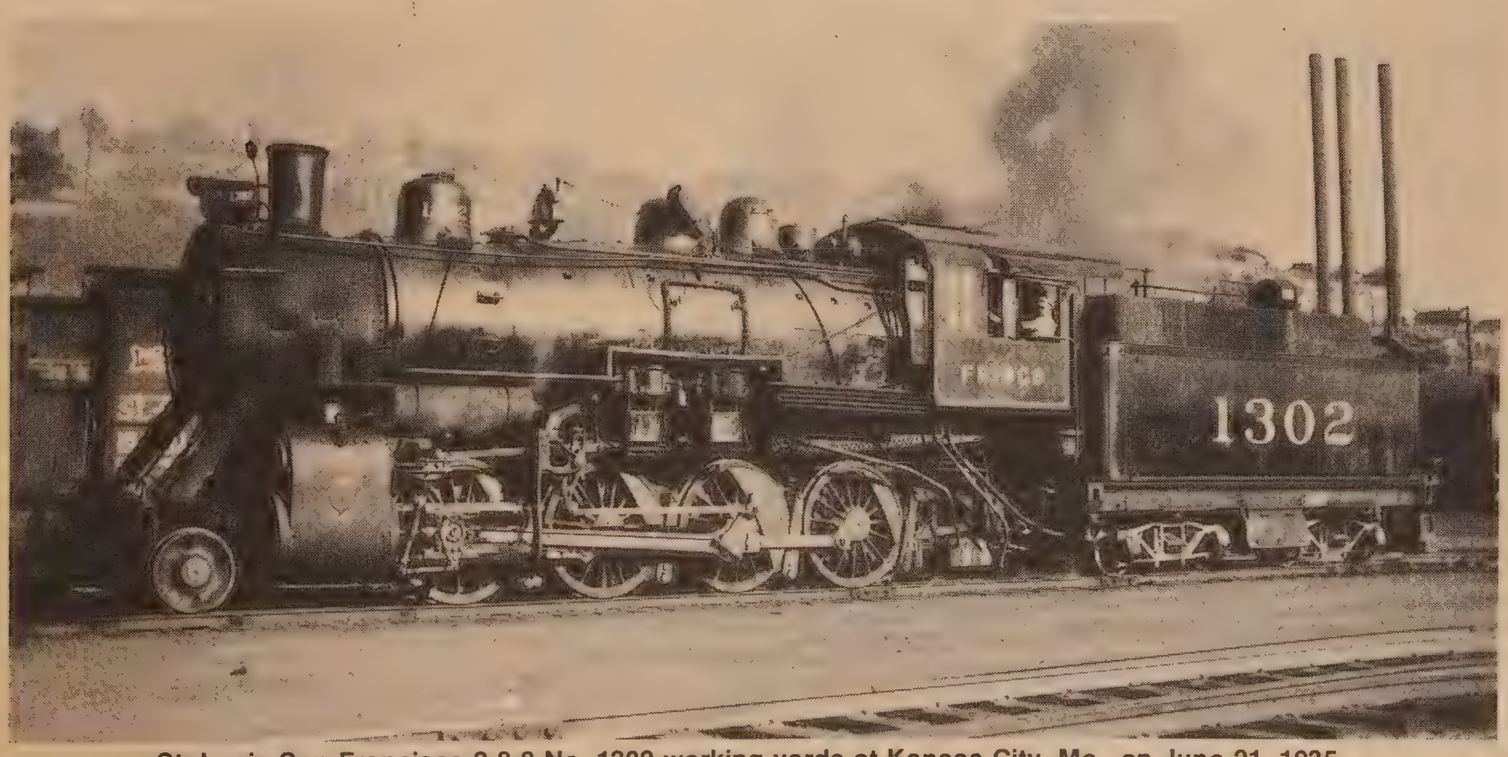
"Bill Barber's local often had a different type of engine on each trip, including these 5500 class 4-4-2's. The air reverse had not been perfected and all MoP engines had the big Johnson bar, or manual reverse lever, except that some of the 1200-series 2-8-2's had the manual screw reverse and were very slow in switching operations. All MoP engines at that time were hand-fired. The 6500 class Pacifics, when built, were low-numbered 1100s (the 1113, for example). The 7500-class Ten-wheelers were a step higher (1125, for example), and forty-one the 5500 class Atlantics were in the high 1100s (such as 1190).

"The 5500 4-4-2's (5501-5541) had 79" drivers, sat up high. They were saturated engines with inside-connected valve motion and triangular shaped saddle cylinders and piston-valve cylinders. With the high drivers, they were slow starters. With the manual reverse, you can imagine what a difficult job it was switching cars on a local freight with one of them. But once they got started, they would really roll.

"Missouri Pacific engines in those days had tubular-type water glasses, enclosed by a fine mesh screen. These glasses were very hazardous. Often they burst, and enginemen sometimes got particles of fine glass in their eyes. This was before the safety-type glass had been developed."

As time went on, Bill would take Wesley Krambeck with him to his home and on the road. The boy became very much attached to him and even numbered his coaster wagon 159, the same as the hogger's favorite engine.

"Bill was cool-headed and methodical and knew constantly what was going on around him," Wes assures us. "Whenever a msitake was made, you could bet it wasn't Bill who made it. And I never saw him angry or excited. I can recall only two accidents he was involved in.



St. Louis-San Francisco 2-8-8 No. 1302 working yards at Kansas City, Mo., on June 21, 1935.

"One day, when he was leaving Herington on the westbound local with engine 115 (2-8-0), passing over the Rock Island crossing, the Rock Island engineer was taking the 1327 (4-6-0) off the roundhouse lead for a passenger train. In looking back to see if 1327 had cleared the switch, he let the engine nose into the 115, striking her right cab window. Neither Bill nor his fireman were injured. The Rock Island took the 115 into its roundhouse and repaired her.

"On April 28, 1937, the crew of AT&SF train 75, with a 4000 class engine, had been switching over the crossing with Missouri Pacific west of Hope, Kansas. This crossing was protected by signals. The Santa Fe crew, in switching, failed to notice they had moved out of the circuit, after which the signal cleared for the Missouri Pacific.

"Bill Barber, on an eastbound passenger train with a 5500 (4-4-2), got a green signal approaching the crossing. The Santa Fe then moved back into the circuit and toward the crossing. The signal went red in Bill's face. He and the fireman jumped from the engine, which struck the Santa Fe equipment and turned over. The car behind the 5500 came to a rest on top of the overturned engine, which was badly damaged. Bill and his fireman sustained only slight injuries."

HANGING around the depot, Wesley got to know the second-trick Missouri Pacific operator, named McClellan, at Herington and spent many evenings visiting with him. Herington is down in a bowl and you go up hill out of there in any direction. McClellan would hoop up orders to the freights as they thundered by, making a run for the grade. A little community called Dorley stood at the top of the hill, just east of Herington, with a siding. Often the freights would stall on the hill and have to double into Dorley. When engine exhausts would come few and far between Wesley and "Mac" would bet on whether or not the train would make the hill without doubling.

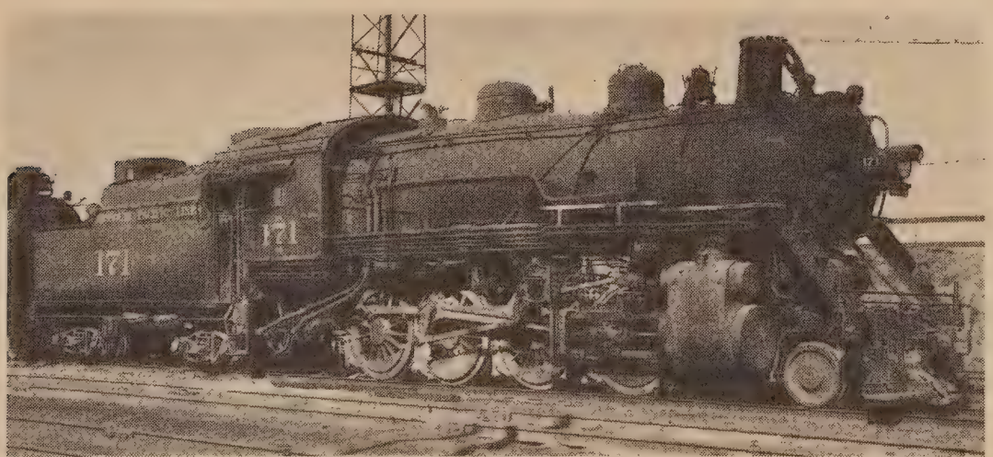
In 1931 the Missouri Pacific made extensive realignment of track and grade revision on the Central Kansas Division and constructed a new right-of-way and road out of Herington, to get away from the severe grade on the original line. Traces of the old right-of-way are still visible.

As Wesley grew older, it wasn't long until he had been taught to hand-fire a locomotive, and work injectors and other appurtenances. He even learned how *not* to fill the oil cups on an air-pump, which the pumps had at that time. One day he went out on the running board to fill the oil cups on a squawking pump. He closed the valves, and filled the cups with oil but, without thinking, opened the valves before he put the caps back on the cups and got all the oil blown back in his face.

One day Wesley was seated on the brakeman's seatbox in Bill Barber's engine when the water glass exploded. He thought at first they had hit a torpedo, but changed his mind when he felt hot steam on the back of his neck.

He tells us that the MoP had a group of 2-8-0's numbered 1-172. They had the headlight at top of front end and were saturated engines with slide-valved cylinders. Some, such as the 5, 15, 17, 45, and had short square tenders, which came up to the top of the cab and which were very unattractive. Only five engines on the system, 46-51, had Vanderbilt tenders. Those tenders were eventually switched to the 33, 38, and other engines. Engines with those tenders were quite handsome.

Bill became very fond of the 159, to which he was assigned for years on the local. He and his fireman kept her spotlessly clean. In those days each engine had a distinctive whistle and you could have identified almost any one by its sound. Wes tells us that the 1270 had about the most beautiful-toned whistle he ever heard. Some trainmen thought so, too. Bill made a whistle for the 159 which you could have heard for miles. Even the trackmen, listening to it, knew when he and the 159 were coming to town.



Missouri Pacific No. 171 at Kansas City, Mo., Jan. 1, '47. Photo shows Consolidation rebuilt after major overhaul in MoP's main shops.

WHEN WESLEY was a boy, the heavy freight-haulers on the Central Kansas Division were the 1201-1280 series light 2-8-2's. They were some of the nicest-riding and most responsive Mikado types he ever saw. The road also had some 5200 series Mountain types, built for the Iron Mountain section. They were like the 1200's excapt that they had four-wheel engine trucks instead of two-wheel pony trucks.

The MoP had twenty 6400's, numbered 6401-6420, built with 69" drivers. However, the management increased the size of the drivers to 73" by applying a band to the wheel centers and then the tire over the band, which gave them the appearance of having

MoP Atlantic No. 5504 as rebuilt at Wichita in 1934. She was originally in the 1100 series, and as built had headlight on top of head end, inside connected valve motion, and triangular shaped cylinder saddle with piston valve cylinders.

Photograph by F. Wesley Krambeck

extremely thick tires. Like the 1200's, the 6400's were excellent engines and the Missouri Pacific was glad to operate them on the *Scenic Limited*. The 6445-6454, heavy USRA Pacifics which came to the Missouri Pacific after World War I, were eventually renumbered 6601-6610.

Wes tells us that the Missouri Pacific had also purchased some 1500-series 2-10-2's, which were used mostly east of Council Grove. They were equipped with Street stokers and had a difficult time with them, because the stoker system was made up with a series of small conveyor buckets and when it rained or the coal got wet it would stick in the conveyor. They had to remove this type of stoker and apply a different one. These 1500's were later renumbered to 1700s.

In the 1920s the MoP had a change of management. The new president, Mr. Baldwin, set up an extensive program of upgrading and modernizing the motive power. Even some of the smaller engines such as 2300 (4-6-0's) were given new boilers. There was rebuilding of most of the slide-valve 1-172 class, also the 5500 4-4-2's, by the application of superheater, modern cylinders, outside valve motion, changing position of headlight from top to center of front end.

In the rebuilding of the 5500's, two of that series, the 5508 and 5538, were equipped with 72″ drivers instead of 79″. The Missouri Pacific had seven Mountain types, 5301-5307, with 69″ drivers. These were rebuilt with 75″ drivers and renumbered 5321-5327. Many engines were equipped with large tenders and larger sand domes. Up until that time the system had used big, yellow, block-type numbers and yellow stenciling on their engines. This was changed to white contour-type numbers and letters.

Wes tells us that in the late 1930s the Union Pacific put into service an articulated streamlined train, powered by a distillate-electric engine, between Kansas City and Salina, the *City of Salina*. To compete for the Topeka traffic, the Santa Fe put on a fast, three-car passenger and used either the 1473 or 1479 (4-4-2's) on that train.

To compete for the Kansas City-Salina traffic, the Missouri Pacific set up a fast run and assigned the high-wheel 5500 4-4-2's to it. The UP mileage between the two cities is 187, the Missouri Pacific's 221. Those MoP 5500's really did some ballast-scorching. Eventually all three roads dropped the runs.

In time the 159 disappeared from the Central Kansas Division. As the older engineers retired or passed away, Bill Barber moved up to passenger service. When Wesley Krambeck became 16 he went to work for the Rock Island, so he saw Bill infrequently. In 1935 the Rock Island transferred Wes to Kansas City. Eventually Bill reached retirement age, but Wes never missed an opportunity to stop in Council Grove and visit his home.

YOU MAY WONDER what finally happened to the 159. Wes understands that in her old age she and the 140 were involved in a wreck. The MoP salvaged the usuable parts of both engines and built one engine, but rather than number her either 159 or 140 they made it 173. At length, as steam was phased out, the 173 was cut up at North Little Rock, Arkansas.

Wes recalls: "The Missouri Pacific operated through flat open country in western Kansas and eastern Colorado. There wasn't anything between there

and the North Pole to stop the snow; and drifting snow in the winter would often paralyze the road. On one occasion seven 1200 series 2-8-2's, with seven cabooses coupled behind, were being used to shove the snowplow in an attempt to open the line. The plow and six engines derailed, some of the engines jack-knifing and turning over. One of the fireman was badly injured. Later the railroad found it necessary to build miles of high dirt embankments north of the right-of-way, to stop the snow."

One of Wes's longtime friends is Charles T. Felstead of Chicago, photographic assistant on *Locomotive Quarterly*, who says:

"Even before World War II, we both had an interest in steam locomotive photography, especially roster type pictures, because of which we traded sizes 161 negatives extensively. During that time and until the steam age ended Wesley also traded with Bob Graham, Robert H. Kennedy, and the late Robert J. Foster. He writes what I consider the best and most informative letters I have ever received from any railfans. He is at once a gentle man and a gentleman. Incidentally, he is not interested in diesel locomotives and has no diesel photographs."

According to Mrs. Oliver Blackburn, widow of a D&RGW engineman of Grand Junction, Colo., Wesley is a perfectionist; and as Michaelangelo once said: "Trifles make perfection, and perfection is no trifle."

"Wesley does all the minor repair work on his automobile," she writes. "He drives a Ford with nearly 170,000 miles on it and takes such good care of the car that it still purrs like a kitten. He is very helpful around the house and garden, too."

NOW WE HEAR from a previous *Interesting Railfan*: Harold K. Vollrath, 8938 Maple Drive, Shawnee Mission, Kans. 66207, who is both a train dispatcher and a dealer in locomotive pictures:

"I remember seeing Wesley Krambeck's photos in your magazine since as far back as April, 1935, when you ran an article of his on how to take and develop engine pictures. The next month you published his account of a freak wreck at Herington, where he was then living, and in September '35 his Rock Island roster.

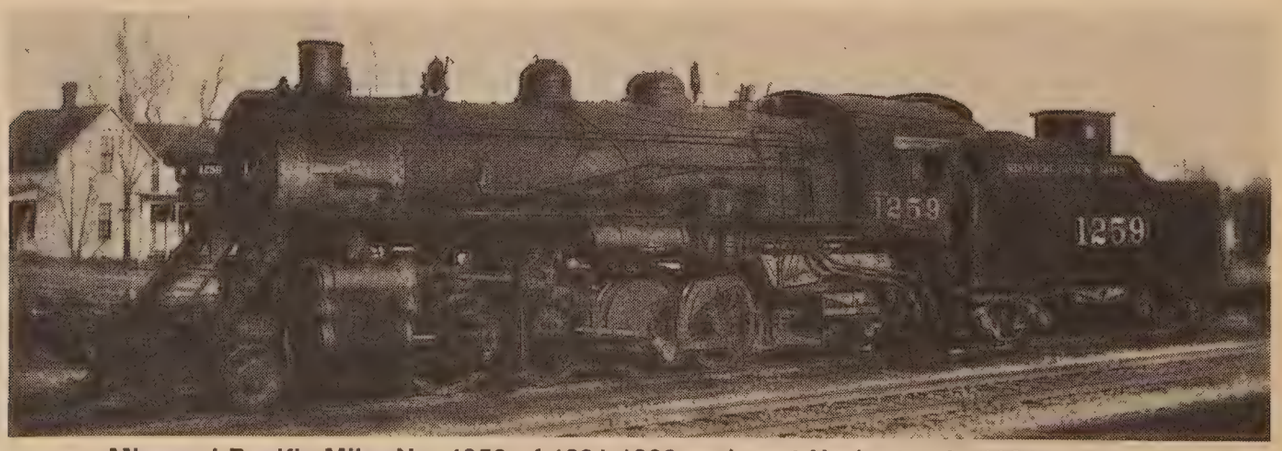
"In 1947 I had taken a train dispatching job with the Rock Island at Kansas City. The chief mentioned to me that the superintendent's secretary was a fellow named Wes Krambeck. Of course, I knew who he was. So I laid a few prints of my own locomotives on the end of the dispatcher's desk where I was sure he'd pass by when taking reports to the chief. You should have seen the expression on his face when he saw those photos and looked at me. He hadn't thought anyone else on the railroad would be interested in engine photography.

"We became instant friends and have been ever since. He invited me and my new wife to visit his family, and we rounded up all the known fans in town for the gathering. Later, as work played out on the Rock Island, I moved on to Texas but kept up a correspondence with Wes all through the years. In 1964 I moved back to K.C., as I was then on the Kansas City Southern, Wes quickly resumed our personal friendship. We see each other just about every week, and take trips.

"Wes is very knowledgable. True, he is slow at times, because he is deliberate in what he does. And he often looks out for other people. For example, an elderly neighbor lady became very ill and unable to care for herself. Wes would mow her yard, run errands for her, and see that she had the best care that he and his wife could give her."

Our *Interesting Railfan* tells us: "I am glad I was born in the steam age and got to see and experience the many locomotives, little and big, and the silk and express trains thundering through town. I will always remember the heavy beat of exhaust of the engines fighting grades, the beautiful sounds of individual chime whistles, and the smell the coal smoke and valve oil, in addition to the old depot potbelly stove, the copy press, and the click of telegraph keys.

"Although I often rode engines with Dad, nothing added more to the joy and education of my youth than my association with Bill Barber and the 159." ●



Missouri Pacific Mike No. 1259 of 1201-1280 series at Herington in 1931.

Photograph by F. Wesley Krambeck

HOW TO CRACK A NUT
by Serge Vitry

A FEW MONTHS ago I was running an express railcar into Paris, France. When I got to the yards outside Gare de Lyon, the big city station, I slowed for signals. Then I saw I was coming in on a track where another railcar with its trailers was standing empty, its brakes locked. Our French rulebook says that if you're hauling passengers, you must stop 1.50 meters (that's about five feet) from the train already in the station and wait until everyone gets out before you move up to it.

That day, I decided to stop a few millimeters from the buffers of the other train, and I did. After easing in, I got out and looked. Yes, 17 millimeters between the two trains. I could have slipped a walnut into the space without cracking it. That reminded me of a bet I had made twenty years before. But, as luck would have it, a chief motive power superintendent was in the station and saw what I had done.

He was a lot younger than me and he had a loud, unpleasant tone of voice that left me cold. When he finished, I merely told him that if he'd been running locomotives during the steam era I could have judged how good he was at braking. At that point, he shut up and left, for he knew he couldn't do any better than I did. It's good he didn't try to, back in 1957 during the heyday of steam in France.

I had just been appointed a student engineer. Some days I worked as a fireman, others as an engineer. But that day I was at the throttle of a 141F, a hand-fired Mikado pulling a passenger local between Malesherbes and Corbeil, making all the stops. With twelve cars, 400 tons, and a tight schedule, we were the first train that morning and the rails were wet from the night before. We were doing fine, even though it wasn't our own locomotive. I had a good fireman who knew the line perfectly. We were making all our stops right at the markers on the station platforms.

Then Fate stepped in again—and on a stretch of straight track, too. I made my brake application too late. Of all those twelve cars, only one was still inside the station, that one being the baggage car containing the conductor. It couldn't have been more obvious.

But everything turned out all right. We only had one passenger for that station, and the stationmaster did not turn me in. The matter didn't go any further, or so I thought. At least I would not have to answer the usual questions: "While engineer of Local 3310, why did you overrun the station? A poor application of brakes? Explain in writing."

Well, the slip-up did go further. When I got to the engine terminal in Corbeil, everyone knew about it. In the dining room, I took kidding from all sides. I admit that these guys were experts, passenger engineers on Pacifics, Mikados, and Mountains, guys who could stop at a water tank with a 600-ton train and not lose a minute. I was just a beginner, but I didn't want to look like a fool among those lords of the rail.

That's when I got the idea of making a bet. The day before, Madeleine and I had been picking grapes in her parents' vineyard. Just before we left, her mother gave me a bag of walnuts for my lunchbox. So in a firm voice I announced that even though I couldn't stop a train in time, I could still crack a nut—without crushing it—between the buffers of two locomotives. I bet two bottles of white wine. Even if I lost the wager, I wouldn't have been out too much, because I had already decided to buy drinks all around after I made the grade as a student engineer.

Every man in that engine terminal turned out to watch. A 141R, one of the American Liberation Mikados, was run out on a straight track. She was stopped, brakes locked. A jury was appointed: the foreman, the turntable operator, the coal-crane operator, even the girl who cleaned up the dormitory, and some others I can't remember. The biggest walnut of all, fat as a pigeon's egg, was attached by a thread to the front of a buffer.

I had laid down my conditions. I wanted two tries without a nut so that I could spot a reference mark on the roadbed. It wasn't easy to move a 141F with her cylinder cocks closed. She was a four-cylinder compound weighing 165 tons with tender.

From the cab window, I was high over the crowd. They were making plenty of noise. Would he crack it or wouldn't be? Most of them seemed to think I hadn't a chance. They gave me the go signal and I answered with a loud whistle blast. I tugged the throttle gently and the 141F eased off, brakes lightly applied. I saw my mark, I still had a meter to go, now only a few centimeters. You could hardly see the engine move. Then I threw on the emergency air.

All those 165 tons stopped dead. The nutshell broke; the nut was not crushed. They cheered. Even though I had won, I still bought two bottles of white wine to share with everyone. After that, I was initiated into the fraternity of steam engineers.

The men who were there that day in Corbeil talked about it for a long time afterward, but now they have all gone into retirement. That was why, twenty years later in July, 1977, with a railcar in Gare de Lyon, I tried to carry off once again a feat that had gone down into local railroad history.

Does any reader know of a comparable feat in North American railroading? If so, I wish he would write to me in care of Dan Behrman, 4 Rue Joseph Bara, 75006 Paris, France, who translated this story into English. Says Dan: "Jean Geffroy, an engineer living in Britany, once told me that he could crack an egg with a locomotive, but I don't remember him saying he had ever done so or even tried to." ●

STEVE MAGUIRE'S

TRANSIT TOPICS

A BUDGET-CONSCIOUS Carter Administration, wary of rapidly rising costs, has ordered a go-slow policy in the construction of urban rail mass transit projects at a time when many cities are beginning their first ventures in subway construction, Ernest Holsendolph reports in *The New York Times*.

Officials of the Urban Mass Transit Administration, an agency of the Department of Transportation, have told local officials they may no longer count on Federal aid in building far-flung subways such as San Francisco's Bay Area Rapid Transit or Washington's Metro.

The immediate effects of the new toughness in allocating Federal mass transit funds may be cutbacks in the plans of several large cities already building rapid transit systems, including Atlanta, Baltimore, Miami, Buffalo.

Honolulu, San Juan, Detroit, and other cities are also in various stages of planning system, but Federal officals say that they will be required to make strong cases to support the need for rail transit and must back up applications for Federal funds with heavy local commitments to help build and operate the trains.

WHILE attending the second National Conference on Light Rail Transit recently in Boston, Mass., I observed a growing enthusiasm for this form of transportation. The principal speaker, UMTA's administrator, Dr. Richard S. Page, told us:

"A little more than two years ago, the first national light rail conference was held (in Philadelphia) to broaden the understanding of this mode. The technology had, of course, existed for decades, but it wasn't a transportation alternative that readily sprung to mind for either operator or planner. That first conference laid the groundwork for the new 'light rail movement,' bringing it to general attention and laying out its potential values for all to note and evaluate . . .

"Light rail has made great strides since the first conference. And why not? Light rail is a versatile, flexible mode—a technologically proven concept—which produces minimal environmental and esthetic disruption in a community. And most importantly, its at-grade construction can be much less costly than heavy underground rail. In Amsterdam, for instance, 30 kilometers of surface light rail have been built for the same cost as one kilometer of a subsurface system.

"In short, light rail is a highly competitive alternative and a valuable addition to the existing array of transit options because it can provide high quality service in many communities which could not justify heavy rail."

Dr. Page indicated, however, that no new rail rapid transit system like those in the San Francisco Bay Area, Washington, D.C., and Atlanta, Ga., is likely to be built for a long time to come because "the costs are simply overwhelming."

The latest conference was sponsored jointly by the Transportation Research Board of the National Research Council, the Urban Mass Transportation Administration, and the American Public Transit Association and was attended by nearly 500 persons from the rail and engineering fields. We took a field trip on Boston's light rail vehicles to Riverside terminal and shops.

Representatives of Canada's new light rail system being built at Edmonton and Alberta also addressed us. Slides depicting the progress of construction in both cities showed remarkable similarities. In each city, existing rights-of-way were utilized to the utmost. Each will have a single mainline running from the suburbs into the downtown area. The Edmonton system will run in a subway downtown while the Calgary line will enter a subway but will make a downtown loop using city streets so as to save on construction costs.

Both cities are ordering new cars of the Duwag U-2 design of the Frankfurt, Germany, subway-surface equipment, with floor loading facilities only. The cars are already on location at Edmonton and first test runs have been made. Calgary will get its cars in 1978, when most of its construction should be completed.

FUNDING by Connecticut Department of Transportation and the Metropolitan Transportation Authority has allowed Conrail to implement plans for converting its electrical system on the New Haven line. When completed, Conrail will be able to buy commercial frequency power from private utilities, thus phasing out its coalburning generator at Cos Cob, Conn.

This new electrical system will provide commuters with a reliable and efficient source of energy. During extremes of temperature Conrail could handle heavy demands for power used in air-conditioning and heating without affecting power needed to propel trains. Another benefit will be the installation of modern cab signals. Substations for the new system are being installed along the New Haven Line.

A $10 MILLION grant to continue planning activities for rail transit improvements in the Boston area has been made by the Urban Mass Transportation Administration, to assist the Massachusetts Bay Transportation Authority in continuing preliminary engineering and design work for the Red Line extension from Harvard Square to Arlington Heights and for the relocation of the Orange Line from South Cove to Forest Hills.

ALTHOUGH less than one percent of all crime committed in metropolitan Toronto during 1976 was commited on the Toronto Transit Commission system, which carries in excess of one million passengers daily, the city police and TTC staff are grealy interested in the development of safety measures for passengers.

Research indicates that while most passengers feel the subway is a safe way to travel, a substantial number of survey respondents are concerned for their personal safety. The TTC believes it would be difficult to further promote off-peak travel at night on the system without allaying the fears of those who regard the subway as unsafe.

A joint committee of TTC and the Metropolitan Police was created in 1976 to review security on the TTC system, particularly the subway. This group looked into the probable effectiveness and cost of certain proposals.

As a result, a 13-point program was implemented. Included were closure of certain unused alcoves and nonfunctional passageways, installation of public telephones at platform level in all stations, and installation of a passenger assistance alarm system on all subway cars.

Also a test installation of mirrors at one subway station to increase the surveillance area of station collectors, installation of mirrors for use of motorman and conductor on all subway cars, installation of an exterior light to show the car occupied by the conductor on all subway trains, development of a public information program, and computerization records and statistics on crime and vandalism.

NEW YORK STATE'S last trolley freight line, the Niagara Junction Railway at Niagara Falls, N.Y., will not be converted to diesel as had been reported. Instead, according to William L. Reddy, 1540 Billington Rd., R.D. 2, East Aurora, N.Y. 14052, Conrail has renumbered the electric locomotives into its own series and will keep them running at Niagara Falls. Formerly

One of the Libertyliners passing Radnor, Pa., station May 2, '64. These trains may never run again. Former North Shore interurbans, bought by Phila. Suburban Transit in 1963.
—Photograph by Stephen D. Maguire

Even tramps wouldn't stay in this ex-St. Petersburg, Fla., Birney safety car wreck rotting away in the woods under a hot southern sun, but photographer Jim Herron, who came across six in all near Tallahassee in August, hopes to restore one from car parts.
—Jim Herron, 2016 N. Village Ave., Tampa, Fla. 33612

15-20, the six motors are now Conrail's 4750-4756. We wonder if any reader can explain this change in policy.

HERE are two responses to our recent item concerning interurban sleeping cars. According to Robert Scoon, 1624 Perkins, Arcadia, Calif. 91006, some sleepers on Interstate Public Service ended up as passenger cars on the Pacific Great Eastern in British Columbia. Converted to passenger use, they ran there from the 1930s until the 1950s, when the line was extended into North Vancouver. Then new Budd cars replaced the old ones.

E.H. Swift, 137 Buena Vista Dr., Sonoma, Calif. 95476, writes:

"Did you know there was a window in the upper berth? And the section at each end of the car (both sides) was six inches longer then the others? I am 6'3" tall and I enjoyed being able to stretch out in the longer berth.

"My first job after graduating from college was in southern Illinois. Going home for week-ends, I would ride the Illinois Central into St. Louis and then the sleeper on the Illinois Terminal, leaving St. Louis at 12:05 a.m. and riding the car set out at Springfield. I usually bought an upper berth; but in those Depression days the porter did not make up the uppers, so I would enjoy a lower, and then not have to get out of the car until about 8 a.m."

"I lived just 100 yards from the Terminal trackage in Springfield. It was interesting to see the 3-car passenger trains and the 4-car sleepers thread their way along the streets on streetcar track. In the late twenties or early thirities, the ITS built a station on the east edge of Springfield to avoid the streetcar trackage and speed up its trains."

NEWS of the Philadelphia area from James Cabry, Box 819; Valley Forge, Pa. 19482, is that Southeastern Pennsylvania Transportation Authority has temporarily displaced the PCC's on routes 6, 53, and 60 to allow rebuilding the cars that had been breaking down faster than they could be repaired. Resumption of rail service on these routes is scheduled for next spring. On the same day that those three routes were suspended, rail service was resumed on Route 50, that had been cut off since June, Route 56 changed to buses, due to a trolley car shortage caused by the Woodland Avenue car-barn fire in 1975, and is still bussed. The two Libertyliners on the Red Arrow Division of SEPTA were taken out of service indefinitely a few months ago, presumably because they were though too expensive to run.

THE WELL-PRESERVED body of Birney car 511 of Schuylkill Valley Traction, which had operated in the area of Norristown, Pa., until the early thirties is now back there again, being restored by Joseph H. Frank. This car saw service in Reading, Pa., in the late 1930s until the Reading lines were abandoned in 1947. Then it and two other car bodies were taken to a farm near Oley, Pa. That is where Joseph found what is left of the old 511 and picked it as the best of the three for preservation. The car is now at Skippack, Pa., not far from its original route.

WANTED by Charles E. Benjamin, 12 Kingwood Dr., Poughkeepsie, N.Y. 12601, detailed information on the Los Altos Railway, an obscure electric line that operated for less than four years in Guatemala near the Mexican border in the 1930s. It connected Quezaltenago, Guatemala's second largest city, with the rail system serving the rest of the country at San Felipe, 28 miles away. The former city is 7656 feet above sea level, the other city is only 2257 feet.

The Los Altos Railway ran up a valley between towering volcanos, with many bridges and tunnels and grades up to 9 percent. AEG of Berlin built and electrified the line. Although sponsored and operated by the Guatemalian Government, it was a financial disaster, costing the taxpayers $8½ million. Service opened in March, 1930, and ended in September, 1933, when slides and floods destroyed portions of the route. Mr. Benjamin seeks photos, literature, etc., from this elusive line, We'd like to see them, too.

RECENTLY the Opera Orchestra of New York City had to travel from uptown to downtown Manhattan, so the members—130 of them, complete with instruments of considerable value—found the best way to go was by subway from the station at 57th Street and 7th Avenue to City Hall station on the BMT Division. NYCTA provided two special (graffiti-painted) cars attached to a regular subway train at 50 cents a head. The instruments valued at $2 million were carried free, we learn from *Spike & Tie*, monthly publication of Blackhawk Chapter of NRHS.

I Remember Pine Lake

PINE LAKE is a sizeable body of water situated ten miles from Lansing, Mich., which used to be my home town. When people mentioned Pine Lake, they usually meant not the lake itself but the amusement park and picnic area there. In those days the place was served by the local street

railway. The resort was owned and operated by the street railway company, which provided its only mass transit.

During the week the car line gave only infrequent service to the lake, but on week-ends or special occasions they ran two-car trains, usually a closed motor-car and open-car trailer, but in summer only. A pavillion was built out over the lake for dancing and/or roller-skating. If weather permitted, there might be a balloon ascension and you could ride to the other end of the lake on a steam-powered launch. The trolley company's big problem was to take the crowds home at the end of the day. Most of the picnickers waited until evening and then they all wanted to leave at the same time, which strained the company's facility to provide extra cars.

When the Michigan United Railway built its 1200-volt, third-rail interurban from Jackson to Owosso, via Lansing, it included the stretch of rail line from Lansing to the spur to Pine Lake, used by the local car line, which it owned. The interurban line haughtily refused to provide local service to the lake from Lansing, stopping only at Haslett, about 3 miles from the spur. Under pressure from the local car line to help with crowds at the lake, and if cars were available, the interurban company would condescend to send out one of its big, green steel coaches to pick up some of the men, women, and children and bring them back to Lansing in style.

As a child, it was a thrill for me to ride in one of those big, heavy, plush-seated coaches after much smaller, wood- or cane-seated and roughly-riding, yellow, city trolley cars. The interurban car rode smoothly and silently—Raymond F. Nichols, 1224-A Fifth St., Los Osos, Calif. 93402.

Third Avenue El

NOSTALGIA greeted the recent razing of the last remaining upright girders of the old Third Avenue Elevated. The El opened August 26, 1878, and its last regular run departed for the Gun Hill Road Terminal, 95 years later. At 12:23 a.m. on Apr. 29, 1973, the El's last passenger train ended its run, and wound up nearly a century of service to the city.

The first stagecoach service in Manhattan was started in 1746. In 1853 James H. Swett proposed an elevated mass transit system for the city, and on Dec. 7, 1867, Charles J. Harvey established in New York the world's first elevated railway.

Manhattan is separated from the Bronx by the Harlem River, and as the city expanded the Bronx became its bedroom community. Surface horse-car lines were fine for a time, but as the apartments, cold-water flats, and tenements sprang up, something else was needed.

By 1891 the Third Avenue El ran all the way from South Ferry to 149th Street in the Bronx. In 1902 it reached Bronx Park and was electrified. Originally a two-track road, the El responded to the growth of the city by installing a third, or express, track, which ran southbound traffic in the morning, northbound in the evening.

You could ride miles for a nickel, and although the fare eventually became ten times that, it was still a most economical and rapid way to travel.

The old El ran through areas that went steadily downhill. Drafty, creaky, and ill-tempered as the years wore on, the El still served. On May 12, 1955, it discontinued services south of 149th Street in the Bronx, ending elevated service on Manhattan Island. On Feb. 16, 1956, the Manhattan Third Avenue El was finally a memory, but it lingered on in the Bronx until June, 1977, when that elevated also bit the dust.

Facing up to the loss of the El is a bit like Henry Higgins' lament in *My Fair Lady*, "I've gown accustomed to her face." The first reaction to looking at the blank space at the 149th Street terminus was one of shock; physical shock, really. The massive structure that had stood for a professional lifetime was not there any more. It hit you; it did, indeed. It isn't there, but it takes a steady moment to realize the fact. No part of the 149th Street terminus is still standing, and the pillars have gone forever.

The El went by on flatbed trailers, with girders and parts of the roadbed. It was stacked up on the banks of the Harlem River, where the stations and cobblestones and collectibles were heaped until carted away by the decorators and antique collectors. The ornate old stations were carefully taken down and disposed of.

Signs, glass, stoves, spikes—they are all gone, although the writer salvaged a spike when a flatbed trailer stopped for a red light at 149th Street.

For those who still want a souvenir, the New York City Transit Authority maintains a museum and souvenir sales counter at Boerum Place and Schermerhorn Street, Brooklyn, (downstairs, a real station). Try to see conductor Steve Zabel, who loves the history of the system and knows much of its story.

Old, creaky, gray and sullen toward the end—the El nevertheless was colorful and bustling. A street vendor's shopping center grew up around its 150th Street pillars. Buses and trucks played dodge with the pillars. The terminal at 149th Street also was a trucker's Bermuda Triangle, because the lower portion of the station was just so high. Every so often a truck driver who miscalculated a bit tore open his trailer's top when he tried to move it through, underneath.

Pigeons found a permanent home inside the structure. Businessmen posted signs at strategic intervals. Organizations posted signs everywhere. For those in a hurry, the pillars served as trash cans. For those dodging traffic, they were a welcome safety island behind which one could hide and peek out for the strategic moment to dash for safety across the street.

At night, the El loomed smokily against the sky. During the winter and on rainy days it was the picture of misery, as the old rails dripped and the old steel huddled into itself, like old men burrowing into their shabby overcoats.

The days when the El was a blaze of light had passed with the days when 14th Street was "uptown", way back on Aug. 26, 1878, when service on the Third Avenue El began. Once 34th Street was a major stop (at first the line ran only to 42nd Street), bustling and blazing in the days when 42nd Street was the nation's theatrical pinnacle and "Broadway" meant cultural power and not pornography.

Anyhow, the Third Avenue El rattled into oblivion. Good-bye, old friend—Martin Gallion in the *Bronx Press-Review*.

CONTINUE sending transit news to Steve Maguir, P.O. Box 51, Belmar, N.J. 07719 ●

Special excursion from Court Street Museum on Jamaica Elevated Line.
—Bruce Russell, 240 Mt. Vernon Pl., Newark, N.J. 07106

PHOTOGRAPHS of the MONTH

With a computer terminal, Norfolk & Western yardmasters have the location of nearly 2,000 freight cars at their fingertips. Located in the yardmaster's tower above the freight yard at Roanoke, Va., the terminal is linked to an IBM 370 computer which stores data on the location and classification of cars. With computer information available on the terminal's screen, yardmasters monitor car movements on the yard's 55 tracks and move cars onto the proper tracks to form outbound trains.

A girl who likes to ride trains. (Scene last August.) Bonnie Fickett pretends she is the rear brakeman standing on a Seaboard Coast Line hack in her home town of Tallahassee, Fla. Of course, a railroader wouldn't pose this way. But Bonnie wishes she were part of crew.

Jim Herron, 2016 N. Village Ave., Tampa, Fla. 33612

Snowplow on the Louisville & Nashville's Michigan City branch roars into drift on track at Francesville, Ind., following last winter's big blizzard. This was the first time in history that the L&N used a snowplow. The fact that it was a very bad winter had a great deal to do with it.

The Family Lines SYstem

Rolling smoothly at high speed, this Alco-GE gas turbine-electric locomotive hauled 4500 tons in preliminary road tests in June, 1949. Later, it was sold to the Union Pacific.

General Electric

Lester Jorna, Jr., 807 W. Main St., Smethport, Pa. 16749

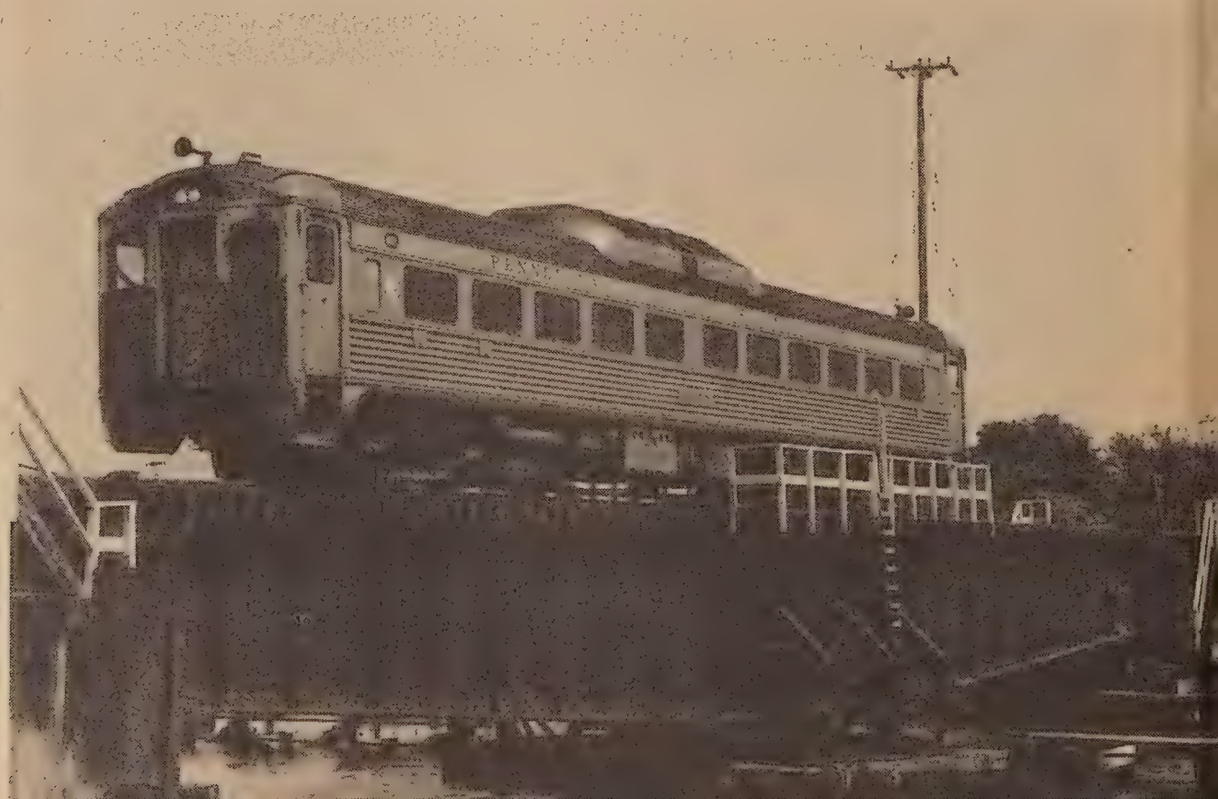
A Conrail signal mast silhouetted against the sky.

Burlington Northern's bridge over the Missouri River at Rulo, Neb., is undergoing an $8 million alteration. All that will remain of the original structure built in 1887 are four granite truss spans. Girder spans replaced the third. The project includes two new truss spans at left hoisted 65 feet in air.

Burlington Northern photograph

Reg. Phila. Div. Seashore Dist. Budd M402 running as train 357, crosses Canal Draw on way to Cape May, N.J., on July 3, 1977.

H. Gerald MacDonald, 124 E. Wisteria Rd., Conrail, Eastern Wildwood Crest, N.J. 08260



This was the way they loaded sand in the dome of Livonia, Avon & Lakeville No. 38 on a wintry day in early November, 1971. The 1927 Baldwin-built Consolidation was a summer tourist favorite.

Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 14454

Installing high pressure sodium lamp at Southern Pacific's West Oakland Yard is Peter Oplatka, with electrician Dennis McQuaid handling line used to pull equipment up to top of pole. Sodium lamps use only about half as much energy as comparable mercury vapor lamps with same light output.

Southern Pacific Transportation Company

William T. Morgan, P.O. Box 6469, Oxnard, Calif. 93031

Trains don't stop here any more. That's the fate of countless numbers of once-busy passenger stations. Patti Yarborough recalls meeting her grandmother from North Dakota at old depot formerly used by the Atlantic Coast Line and Seaboard Air Line at Plant City, Fla.

IN SEARCH OF STEAM

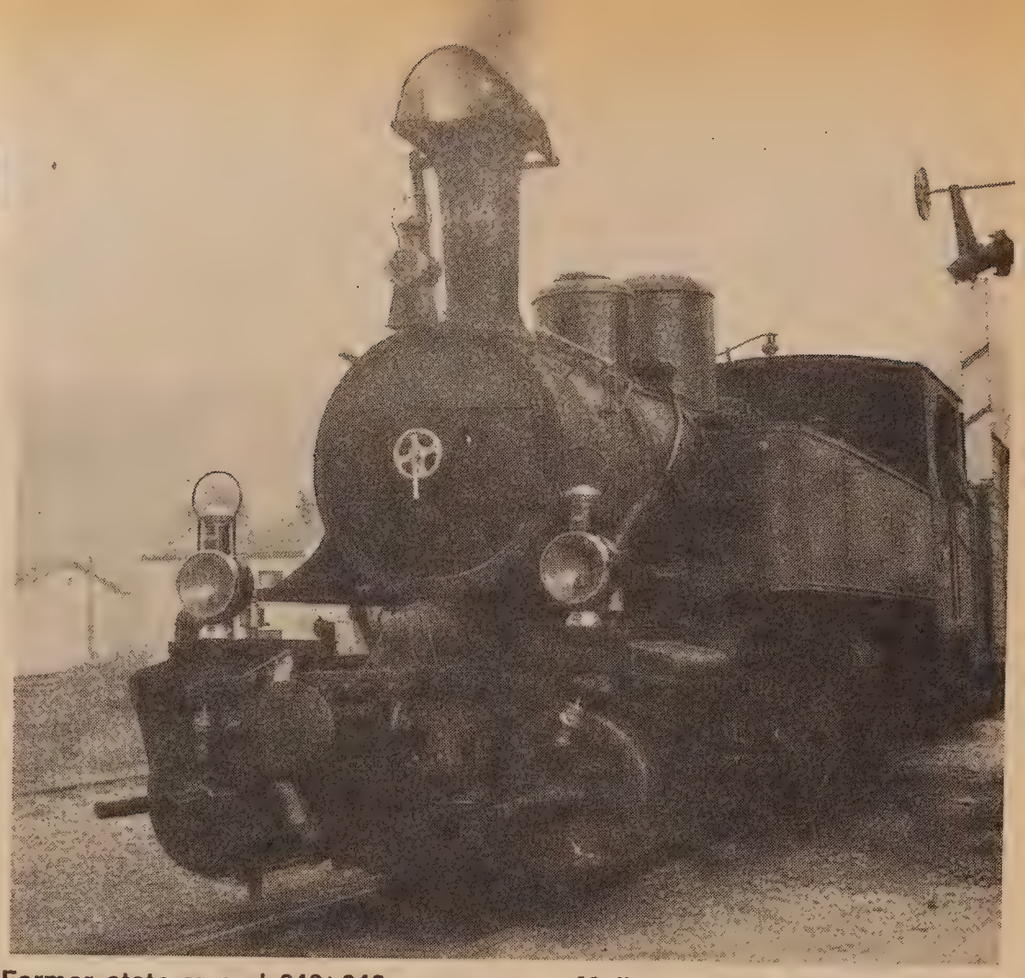
Mike Eagleson

A SOO LINE Mikado in steam again seems almost too good to be true. But if Dennis Erickson, president of the Superior Shortline Steam Railroad, Ltd., has his way, that is exactly what may happen. The new group consists of Superior, Wisc., and Duluth, Minn., railroaders and businessmen. It is organized to rebuild ex-Soo Line 2-8-2 No. 1003, which has been displayed in a park next to the Superior Sewage Treatment plant since 1959.

Well beyond the talking stage, much progress has already taken place. Dan Asbury, a Burlington Northern mechanic, who is overseeing the refurbishing, reports that in late August the Mikado was air-tested to 250 p.s.i. and even pushed up for a while to 260 p.s.i. This, of course, is not as valid an indication of the soundness of the boiler as a hydrostatic test would be, but it does indicate that the 1913 Schenectady graduate could definitely be restored to operation.

Lloyd Berger, a retired Soo Line engineer, says he often ran No. 1003. The engine has just 500 miles on her after a thorough shopping. About 500 man-hours have already been put into the project. I am glad to support this worthy endeavor and I long to see the Class I 2-8-2 in steam again. One dollar memberships are available from the Shortline Steam Railroad, Ltd., P.O. Box 247, Superior, Wisc. 54880. Keep me informed on the progress of this restoration and send me a photo of the 1003 to use in this column.

SPEAKING of locomotives you never expected to see restored and running again, Bruce Moore, 1520 Leadville, Boise, Idaho 83706, writes that ex-Union Pacific 2-8-2 No. 2295 has languished uncared for in a Boise park since 1959. The town has no money to repaint and maintain her and, in fact, seems to care very little for this relic of the past. Moore and his friend Mc Allister have done some minor work on her on their own time and expense, in hopes of keeping her restorable until the day when a group can be formed to properly preserve her. Perhaps someday, the big Mike can even be used for fantrips. Anyone wishing to help in this project should contact Bruce Moore.



Former state-owned 040+040 narrow-gage Mallet on Vivarais Ry. ready to take water at Beaucieu le Roi, France, Oct. 15, '72. No. 404, owned by railfans, has been operating on the line between Tournon (south of Lyon) and Lamastre during summer months. In this quaint, hilly region of central France is some of the most scenic areas in entire country. Along with 404, there are two other Mallets and several Billard rail-liners.

Photo by Jean-Michel Leclercq, Bellevue de Plan, 01220 Divonne Les Bains, France

ACCORDING to the *470 Club Newsletter*, Canadian National 4-8-2 U-1a class No. 6015 will be sent from her display site in Jasper, Alta., to Vancouver for inspection and possible restoration. The good-looking Mountain type came from the Canadian Railway Museum at St. Constant, Que., and was swapped for the bullet-nose Mountain No. 6060, herself formerly exhibited at Jasper. Before No. 6015 went west to Jasper for display, she was extensively overhauled at the CN's Point St. Charles Shops in Montreal to make her more attractive. Just how much internal work was done is unknown, hence the present Vancouver Shops inspection. At least the wheels, journals, and rods were refurbished to make the long journey to Alberta. There is a rumor that No. 6015 may power the ex-American Freedom Train equipment, recently purchased for use in Canada. Let's hope this beatle-

In October, 1952, Ten-wheeler No. 1290 was the oldest locomotive still in service on the New York Central. The tallowpot gazes back over the cars as the class F-82 4-6-0 switches cars at Oil Springs, Ont.

C.W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46825

browed Mountain will again be steamed up.

NUMBER 38, an ex-Huntington & Broad Top and ex-Livonia, Avon & Lakeville 2-8-0, has been sold to Gettysburg Railroad at Gettysburg, Pa. The Consolidation was last used by the LA&L in the summer of 1975, reports Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506. She needs some repair work before she can steam again. Gettysburg Railroad hopes to return her to service and join her ex-Mississippian, ex-Frisco 2-8-0 No. 76.

SOUTHERN RAILWAY's leased ex-Texas & Pacific 2-10-4 No. 610—owned by the 610 Historical Foundation—operated two fantrips out of Roanoke, Va., on September 3 and 4 for the annual NRHS convention. Highlight included assaulting the N&W's famous Blue Ridge Mountain, east of Roanoke, doubleheaded with Southern 2-8-2 No. 4501. The pair made a great sight battling heavy grades with near-capacity tonnage.

The following day, I chased the Texas type by car as she was hauling the fans to Bluefield, Va., to get photos for this magazine. The last ten miles up to the famed coal town are uphill, which the big engine fought all the way up, with fantastic smoke displays to delight the photogs. I watched her being serviced at Bluefield near the old N&W coal dock, and noticed the dense coating of oil, smoke, and road grime over the boiler jacket, cab, and even the crew. She gave a regular service appearance in her authentic dusty livery.

BRAZIL's beautiful, little, all-steam, 2'6" gage VFCO, featured in my article in *Railroad Magazine* of August '76, may be on the endangered list. Claude W. Crist, Jr., Rte. 5, Box 402, Lexington, Va. 24450, reports that the road may be pronounced redundant by the new construction on a 5½-foot-gage line now being built into a new iron mine. This competitor may rob the VFCO of its main source of revenue. Claude learned the sad news from Senor Dos Santos of the public relations department.

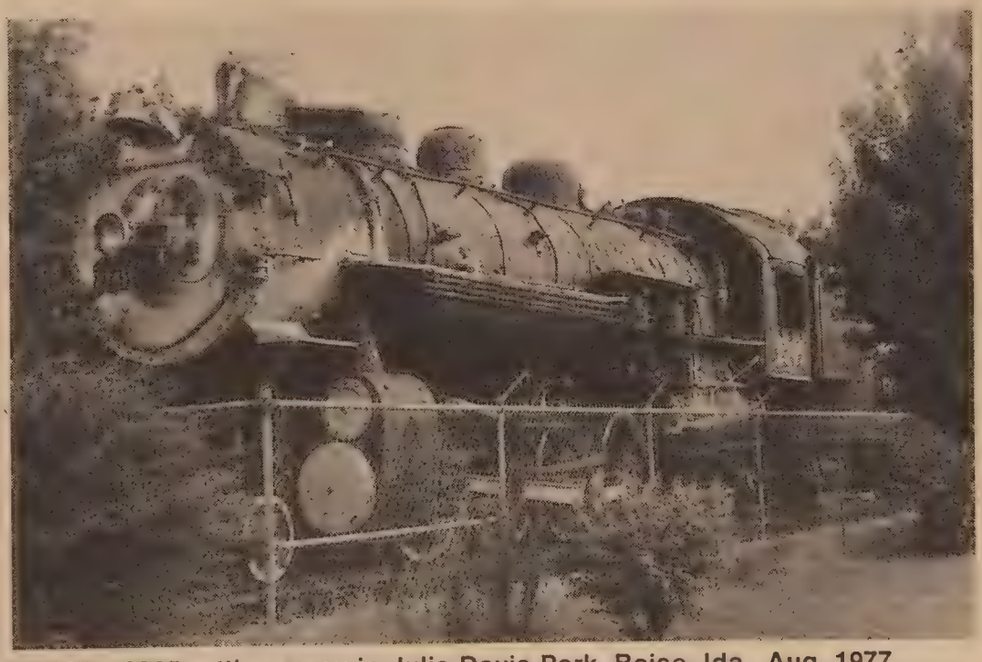
EX-CHESAPEAKE & OHIO No. 2732, a K-4 class Kanawah, long displayed in a park by the City of Richmond, is deteriorating rapidly. American built this 2-8-4 in 1943. Help is needed to restore her. Contact Ann C. Souder, manager of the Visitors Center, 1700 Robin Hood Rd., Richmond, Va. 23220. About a half-dozen C&O Kanawahs are preserved around the system in parks. If a group should be formed to rebuild one for fantrip service, it could find enough spare parts. Maybe a swap and trade deal could be worked out

Rock Island 5024 on *The Golden State Limited* at old RI depot, First St. and Kansas Ave., Topeka, Kan., on long-ago April 16, 1934.

William O. Gibson, 4427 30th St., San Diego, Calif. 92116

Coaling Severn Valley Ry. ex-London Midland & Scottish Mogul No. 6443 at Bridgenorth, England, in September, 1977. Patiently waiting on right is ex-LM&S 0-6-0T No. 47383, better known in Britain as "jinties."

P. Grand, 17 Everest Rd., Rugby Warks, England



UP Mike 2295 rotting away in Julia Davis Park, Boise, Ida., Aug. 1977.

Bruce Moore, 1520 Lendville, Boise, Idaho 83706

Livonia, Avon & Lakeville 2-8-0 No. 38 sits in B&O yards at Rochester, N.Y., awaiting trip to Gettysburg, Pa., Aug. 30, '77. Lack of money to fix bad flues ko'd tourist runs for 1976-77.

Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506

with the other locomotive owners to get one of the breed rolling in steam again.

Speaking of C&O, what are the latest developments in the scheme to return to steam the 2-6-6-2 No. 1308 at Huntington, W. Va.? I heard that plans were going through until the town went wild and felt it would rather display a dead hulk in the park than have a living monument running about the state. Even the offer to replace the display engine with another one wouldn't appease them. But maybe someday the 1308 articulated will be steamed.

TO SET the record straight, the four steam locomotives on the roster of Texas State Railroad at Rusk are as follows: Currently being operated: ex-Southern Pacific No. 2248, 4-6-0, now 200; ex-Texas & Pacific 316, 4-6-0, now 201; ex-Texas & South Eastern 28, 2-8-0, now 300, and ex-Magma Arizona 7, 2-8-2, now 400.

The former Magma Arizona engine sports a beautiful Vanderbilt tender which gives her distinction and class. I heard one report that the owners want to replace the beautiful tank with a square one to be built. If this is, indeed, contemplated, I hope they will reconsider and repair the rare Vanderbilt tender, the absence of which would impair the Mikado's fine overall appearance. Without the Vanderbilt tender, the locomotive would be just another little 2-8-2. With it, she is unique and attractive. ●

Southern's 2-10-4 No. 610 doubleheads with 2-8-2 No. 4501 up Blue Ridge grade in Virginia on recent NRHS convention trip on N&W tracks.

Photograph by Mike Eagleson

SOUTHERN
610

Cocky, self-assured, and competent, a boomer who knows his railroads: R. Moore, nicknamed "Turkey."

Looking Back to an Era Gone Forever, Back to Wild, Free, Roaming Days of the

Boomer Trail

by R. H. MOORE

IN these troubled days of inflation, unemployment, relief rolls, and a generally doubtful outlook, it will sound strange to the younger generation to be told there was a time when work was more plentiful than the men to do it, when the job looked for the man and not the man for the job.

Yes, sir, a man did not have to cater to the boss, nor kiss his wife, his man-servant, his maid-servant, his ox, nor anything else in order to hold his job. In fact, it was more common for a boss to plead with an employee who had quit than it was for an employee to plead with the boss.

Such conditions produced the colorful and all-too-human member of society known as the boomer. He represented many trades—machinist, boilermaker, telegraph operator, etc.; but as trainman, engineman, or switchman he flourished in his greatest glory. He drifted all over the Western World, working when and where he wanted to and "taking nothing from nobody." He simply didn't have to.

When I was discharged from the Army at the close of the Spanish-American War—what a helluva long while ago that was!—I chose the railroad as my life work. I wanted excitement, thrills, and the grand feeling that surges through a man when he's headed for new places.

By contrast, my war record had been neither brilliant nor thrilling. My company had encamped at Tampa, Florida. There I put in the next several months digging up palmetto roots and eating embalmed beef, for which I drew the munificent sum of $15.60 every thirty days.

Considering myself a man, since I had just passed my eighteenth birthday, I began railroading as a passenger brakeman on the Atlanta & West Point out of Atlanta. The lack of actual experience was no serious obstacle in those days, for business was good. One night I threw a switch before the wheels had passed over it. Thereupon the hard-hearted railroad company decided to get along without me.

Thus my boomer career started. Had the company been more lenient, I might have spent my entire life with it as many men do, gaining promotion and a position of responsibility and becoming a reliable member of society instead of a drifter with no fixed purpose in life. But once the wanderlust gets into a man's blood, seldom does he steady himself and quit wandering until he has outlived his usefulness.

Heading west, I drifted into Meridian, Miss., and went to work on the old Queen & Crescent as a switchman. But I found yard work somewhat monotonous, so I resigned and left for Mobile, Ala. I was sitting on a bench near the switchmen's shanty there with some other guys when the Louisville & Nashville night yardmaster came up and asked: "Are any of you fellows switchmen?" I said I was.

"Take that lead engine," he snapped back. I did so, and followed her the rest of the night. That shows how easy it was to get a job in those days—no application, no medical examination—nothing to do but grab a lamp and hit the ball.

THE WEATHER was bad. I didn't have proper clothing for the work, and after several nights of discomfort which I endured to pick up a few dollars, I quit and grabbed a string of rattlers for New Orleans.

At that time New Orleans was one of many boomers' paradises. Thousands of them blew in each fall for the sugarcane rush. They started drifting in during the late summer, for the cane began to move in September, when there was a great demand for men in all

classes of train and engine service. The city was noted as being one of the cheapest places in the United States to live. Hundreds of saloons served a ten-cent lunch; there was also the famous French market, as well as many others of its kind, whose food was so cheap that I had plenty to eat.

I hired out to the Illinois Central shortly after my arrival in New Orleans, again as a switchman in the yards, and remained there for about three months. One day when I was not feeling well I wrote a note to the yardmaster telling him I was sick and asking to lay off.

The mistake I made, however, was in writing the note on saloon stationery. Although the yardmaster himself was one of the biggest booze hounds in the city of New Orleans, he fired me for violation of Rule G. While I was not guilty, my record says otherwise, and I could never work for that company again in my life.

Well, the Texas & Pacific was hiring brakemen. By now the cane rush had begun, so I went across the Mississippi to work for that company. Business was booming. Men from all over the United States and Canada were there. This section of Louisiana is as level as a floor, and a small 4-4-0 could easily handle from fifty to sixty cars.

After the cane rush ended, I drew my hard-earned pay and continued west, landing in Galveston, Texas. I wanted to get into engine service, so I called upon the master mechanic of the Gulf, Houston & Henderson and hired out as fireman. Having practiced while braking, I had become a fairly good tallowpot, so I got a tryout on a run known as the "news train," which handled the early morning papers to Houston, about fifty miles away. Since the schedule was one hour and five minutes with a speed restriction over the bay bridge, nearly four miles long, we generally ran sixty or seventy miles an hour. Because we pulled only one car it was not difficult to keep steam up.

While I was on the GH&H payroll, I asked the master mechanic of the Santa Fe for a job and he hired me. So I quit the GH&H and meandered over to Temple, a division point about 200 miles north, which served the great cattle country. Each spring this division used to deliver many thousands of cars of poor cattle out of the prairie country to the northern ranges, which furnished work for a great many boomers. The cattle rush, like the cane rush of New Orleans, had to be handled quickly; therefore the tonnage was light and trains were fast and numerous.

MY NICKNAME is "Turkey," which is an odd monicker in any language but is lasting through my life. I've been known by it to countless people over a large part of the world. I got it there on the Santa Fe. At that time Texas was wide open. Dance halls, saloons, gambling dens, and whorehouses constituted just about the only amusements. I had made friends with a number of young fellows about my age and we usually spent our spare time together. It was a great life so long as you stayed young and reasonably healthy.

Yuletide was approaching. I suggested that we buy a turkey, have it cooked at the Harvey House, rent a hall above one of the gin mills, and throw a stag party. This met with approval and I was told to make arrangements. Christmas Eve arrived, and a bunch of us were celebrating when I remembered the feast we had planned and went out to get the principal item of food.

It will always be a little doubtful just where I acquired the noble bird, but it is possible that I bought him. At any rate, about three a.m. I walked into the saloon with a large turkey under my arm. I found the boys still whooping it up. The festivities lasted until after daybreak, when a member of the party whose name was Dill suggested we feed our bird.

"All fowl should be fed early,"

he argued. He went out to make the necessary purchase and returned dragging a bale of hay, which, strange to say, the turkey would not eat. It seemed to affect Dill, for he bemoaned the loss of money in the purchase, and he offered to eat it himself provided that it was treated with a liberal application of whisky. This was done, but Dill's efforts failed. Shortly afterward, when the party broke up, our turkey and hay were left at the saloon, and we never saw either again.

Some time later Dill quit and went away. Weeks afterward a letter was received at the Y.M.C.A. addressed to "Turkey" Moore. I took the liberty of opening it and found it was from Dill, who said he did not know my initials, but guessed that a letter so addressed would reach me. Since then I have been known as "Turkey." I never saw Dill again, but heard that he was killed at Shreveport while working on the Kansas City Southern.

After reading in a labor magazine that the Florida East Coast was converting its engines from woodburners to coalburners and needed firemen, I went to the Santa Fe "master maniac" at Temple and quit. At Galveston I boarded a steamer to Key West, whence I took another coastwise steamer to Miami and thence a train to St. Augustine, where I was hired. This was before the road was built into Key West, when its southern terminus was Miami.

Remaining there all winter, I pulled the pin and returned west when business fell off in the spring. By this time I had joined the Brotherhood of Locomotive Firemen, so traveling usually didn't cost me a cent, and the boomer spirit infused my being.

MUCH railroad mileage was being built. It called for many men. The roads already in operation had a great amount of seasonable business, the busy and dull spells coming at regular intervals. The Northwest rejoiced in its wheat rush; the Southwest and South their cotton and cane rushes; Texas sweated through its spring stock boom; and Florida and California welcomed their fruit and tourist seasons.

Realizing it was to their advantage to do so, the carriers agreed that a member of any of the railroad labor organizations having proper credentials be given transportation over the division provided he was not needed there. This was a help to everybody, since it gave the railroads a surplus of men to draw from, enabled the boomer to ride without embarrassment, and relieved the conductors from being asked by a member of their crew to haul men in their organization.

It was unpleasant though, for a guy who wanted to go to a particular place to ask for a pass and be given a job instead! In such an event he had to invent an excuse to get away. The usual method was to fail on the medical test (by now a physical examination had been put into effect on most of the trunk lines). I had such an experience with the Northern Pacific in Missoula, Montana. I was on my way to Seattle and upon requesting a pass to Hope, Idaho, was asked if I was looking for a job. I answered yes, and was told that I could work there, for they needed firemen.

I made out the usual application and went to the doctor for examination. I pretended I could not hear the tick of his watch. He then brought out a loud alarm clock, and when I still claimed inability to hear it, he knew I was faking, and he gave me an ok on my report. This was distinctly what I did not want. That night when I was at a cabaret looking at a girlie show, the caller came after me. I pretended illness and he called someone else, marking me on the sick list.

Next morning, upon going to the roundhouse and finding myself marked up sick, I told the master mechanic very plainly that I didn't care to work for the Northern Pacific.

"What in hell do you want, anyway?" he asked in an ungentlemanly fashion. I replied that I wanted a pass to Hope.

Turning to his secretary, he instructed her: "Give this boomer a pass and get him out of town; there is no use in trying to make a man work who doesn't want to."

Well, he was right, and so I departed that evening for Hope.

ANOTHER custom prevalent at that time was the one of providing a meal ticket for the traveling brother. The members of a local lodge were assessed a prorated amount to buy a ticket entitling a wandering member to at least three square meals and a bed, provided he was in good standing and needed assistance.

The card was usually left with the lodge secretary, who as a general thing was some rail who had been injured on the job and was running a cigar stand, pool room, or small-time gambling joint. He would test the applicant out. If he found the guy worthy he'd give him an order for his requirements. Thus you could always ride, eat, sleep, and go to work.

Rule G on most roads reads as follows: "The use of intoxicants on duty is prohibited. Their use or the frequenting of places where they are sold is sufficient cause for dismissal."

This was the best known and least regarded rule in the entire book. During the years I was a boomer, discipline was more lax than it is now. Due to a lack of amusements in small towns in which many terminals were located and to the fact that most boomers were unmarried, saloons were the principal hangouts. The callboy always went to these places before looking elsewhere when a man was needed. Officials knew of this violation, but most of them were men who rose from the ranks, and who often liked to drink also.

You may have heard of "Hee-haw Mike." I never knew his last name, although I worked on a number of railroads at the same time he did. He was celebrated from coast to coast and in Mexico. The story is told that Hee-haw once asked a home guard for a meal. The fellow had no use for boomers and replied: "I am in hard luck myself; my wife is sick."

"Hell', Mike interrupted, "I ain't lookin' for no lovin'; dammit, I want sumpen to eat!"

Another time Mike went into a restaurant in Dallas, Texas, accompanied by a fellow boomer. They had the usual railroad order of ham and eggs, and when they finished eating Mike walked up to the cashier and asked: "What if a fellow ain't got no money; how are you goin' to collect?"

The cashier was a tough, husky mug. "I would kick the son of a bitch out of here," he replied.

Hee-haw turned his back to the cashier, pulled up his coat and bent over, raising his behind, and said: "Take out for two."

WELL, I drifted around over the country for the next three years, until one morning in January, 1905, I found myself in Texas again, at San Antonio. I was stone broke but on my way to Mexico. There I met a boomer fireman whom I knew and solicited a stake. With the dollar and a half he gave me and the pass I got from the International & Great Northern, I left for Laredo next morning.

At this time most of the hoggers, conductors, train dispatchers, and brass collars on the railroads in Mexico were Americans,

while the firemen, brakemen, telegraph operators, track and shop men were natives of the country. Occasionally an American fireman or brakeman with a few years of previous experience would be hired. This was done with a view to promotion. A young fellow who attended to business would gain recognition much sooner than he could hope to in the States.

The passenger train leaving for Mexico City was due out at four p.m. Since the fireman was a Mexican, I asked the hogger to square me with the conductor to Monterrey, the first city of importance after leaving the international boundary.

On the train I met an American who proved to be an engineer. He told me that the Cohuila & Pacific, operating out of Saltillo, needed a hoghead. This company did not pay standard wages, and therefore a qualified runner would not work there unless up against it, but with my firing experience I might be hired. Then, after I gained some experience, I could quit and get a job on the Central or National, both of which paid standard wages. Thinking it all over, I went to the conductor and asked him if I could remain on board and go through to Saltillo instead of getting off at Monterrey.

"Go as far as you like," he said. "The farther you go tonight the worse you'll hate yourself tomorrow."

I remained on the train, arriving in Saltillo at two a.m. That morning I had breakfast at the lunch counter, where I paid my last centavo and walked out of the restaurant totally broke. When I arrived at the roundhouse the first man I saw was a boomer engineer called "Overtime" Brown, whom I had known several years before in Florida.

"How are you fixed?" he asked.

I said I wasn't fixed at all, upon which he reached in his pocket and handed me a ten-peso bill. That's how things were done in Mexico then—no fussing or stalling. What you needed was just handed to you, and there the obligation ended.

These fellows had come into Mexico in identically the same condition I had, and were merely following the custom. During the next several years I spent in Mexico I did the same thing many times, giving away hundreds of dollars to newcomers.

BUT THERE was no job in Saltillo. I took an early morning train for San Luis Potosi, the next division point, 242 miles farther south, arriving there in the early afternoon. As I alighted from the train a young man walked up and asked, "Have you eaten yet?"

I said I hand't, and he invited, "Come on in." We went into the greasy spoon, where I had dinner. He had noticed the Brotherhood button on my coat lapel, hence the invitation.

After spending a few pleasant days in San Luis Potosi, I went to Cardenas, where the master mechanic put me to work, assigning me to engine 718 with Johnnie Bowersock, a throttle-jerker whom I had known and fired for on the old Houston & Texas Central.

Cardenas is situated on top of Rascon Mountain, about 5,000 feet above sea level. The climate is delightfully cool and the mountain beautiful, but was one of the most dangerous places to railroad in all of Mexico. The division between Cardenas and Tampico, 159 miles, was also a tough job for a fireman, requiring three tanks of coal to bring a train over it from Tampico (at sea level).

The company furnished coal-passers on all engines here, and because it paid them only a peso and fifty centavos a trip the firemen had to feed the coal-passers. This cut into his wages considerably. But it was impossible for one man to do the job alone, and since the coal-passer was usually a peon, his food was cheap. He did not care to go into the restaurants along the line, but preferred to eat in the little places where a huge stack of tortillas and beans cost a few cents.

The Mexican Central had only one oilburner at that time. This engine, the 752, had been equipped by an oil company to make tests of the heavy crude oil being produced in the newly developed fields. The oil tank was equipped with a coil heater. A pipe line connecting the main reservoir to the oil tank furnished pressure, which was controlled by a reducing valve, and for additional safety a pop or safety valve, was placed on top of the tank.

Matters had proceeded quite satisfactorily. The final test was just being concluded, and the railroad was ready to sign a contract with the oil company. At the last minute, however, an accident occurred.

Two officials, one from the railroad and the other from the oil company, were sitting on camp stools on top of the oil tanks watching the engine perform. The burner got stopped up and the oil could not flow freely. The fireman got excited by the presence of the brass collars and, instead of blowing out the burner as he should have done, unscrewed the safety valve, placing a nut on top of it, thereby letting the pressure increase.

The reducing valve was not operating properly; a high pressure soon built up; and the oil tank exploded, blowing the two officials out into the jungles and plastering them with an excellent coat of crude oil.

They were not hurt much, as the speed was low, but they were so dirty and mad that the fireman was promptly relieved from further service and the engine was towed into Cardenas, where the tank was repaired and the engine tied up for word from Mexico City.

UPON REPORTING for work, I was informed by the master mechanic that he had got orders from headquarters to place engine 752 in service and had assigned me to her. Thus I became the first oilburning fireman employed by Mexican Central.

The engineer assigned with me was Bill Shannahan, known as "Shanny." He was a good egg, a first-class hogger, and an excellent judge of whisky. One night I was getting ready to go out when the callboy, a Negro named Jim Davenport, came to me.

"Mr. Moore," he said, "I wish you'd come with me and see if you can do anything with Mr. Shannahan. He is jes' the bes' satisfied man I ever seen. I can't get nothing out of him but a smile."

I went with Jim and we found Shanny asleep in a coach. He was lit up like a church on Christmas Eve. I tried to wake him but all that I, too, could get out of him was his big Irish grin.

We were due out in an hour and something had to be done, so I picked Shanny up on my shoulder and carried him to the engine. Jim helped me put him on his seat. Then I oiled around and got the hog ready. We coupled onto the train. The conductor brought the orders, handing them up without looking to see who got them.

Shanny opened the throttle and we were on our way. He handled that train like an expert, and within ten miles was sober as a judge! Nobody but me and old Jim Davenport ever knew he'd had a drink.

I fired the 752 five months, and on September 3, 1905, I was examined, promoted to the right-hand side, and assigned to engine 745 as a regular man. Quite different from the present, when you have to fire until you're and old man, and then be marked up on the extra board for practically the rest of your life!

BY this time a more educated class of Mexicans had taken up railroading, and were filling positions which Americans had previously held.

One day a Mexican conductor came into the dispatcher's office claiming he'd been discriminated against. Two brothers were train dispatchers, one the chief and the other a trick dispatcher. They tried to convince this Mexican he was wrong, but he became so violent that the brothers had to throw him downstairs. They were rewarded by being arrested and tossed in jail.

A big white bulldog used to hang around the roundhouse. The engineers liked him, and fed and petted him. He would go for rides in the cabs and was great company. One day a conductor who was drunk said that he was going to prove that bull was an ORC (Order of Railway Conductors) dog and not an Engineers' dog, so he bought some red, white, and green ribbon, tying it to the bull's tail in a pretty bow.

Now, the national colors of Mexico are red, white, and green. When some of the shopmen saw the dog decorated, they went to Master Mechanic Charlie Roberts and complained the national flag had been insulted. Charlie was already worried. He was working hard trying to get the brothers out of jail, but he explained to the men that no insult had been intended, that ORC was the conductors' organization and that their colors were the same as the Mexican republic, and it was all a joke anyway.

However, the natives continued to insist their flag had been insulted. Finally Charlie got mad and said: "Oh, to hell with the Mexican flag," so he, too, was arrested. Now we were in a mess. Both dispatchers and the master mechanic were in jail!

At this time, Elihu Root, then Secretary of State under President Theodore Roosevelt, paid a diplomatic visit to Mexico, bringing his daughter Alice with him. Society made elaborate preparations to entertain them. We engineers and conductors decided secretly to allow Mr. Root and party into Mexico, but once he was on Mexican soil, to refuse to handle a train on which he was riding until the State Department had taken action in thse cases. But just before the distinguished guests crossed the border all three of our men were released by orders from Mexico City and were never even tried.

SOME YEARS ago Rascon Mountain (the "Alligator" Division) was the most discussed piece of track in North America. It was difficult to keep men there. If you could work on Rascon Mountain, it was said, you could work anywhere.

This was not alone because of the heavy grade and sharp curves—many mountains have equal or heavier grades—but because of inefficient braking power and lack of cooperation by train crews. Any cars left in side tracks or in yards would be robbed of their retainers by peons, who sold the brass they contained to junk dealers.

All cars left unguarded were likewise robbed of brake-hoses, with which the peons used to make sandals. It was funny to see an old Indian walking along with a piece of brake-hose split a few inches and pulled over each foot.

Often the only help the engineer had in getting down the mountain was a few cars of badly operating air-brakes, plus hand-

brakes set by indifferent native brakemen. The grade average four percent (a four-foot rise in 100 feet) for twenty miles, and there were five tunnels.

Building this track had been very difficult. It was necessary to cut into solid granite to make room for the right-of-way. In many places a retaining wall had to be built to provide a place to lay the rails. The clearance between a train and the mountain side was just a couple of feet, while on the opposite side the three-thousand foot deep canyon dropped within two to five feet from the end of the ties. Should it become necessary for a man to jump off, there was little to choose between.

Near a place called Zacate, on the right side of the track, was an extinct volcano crater. Just below Zacate was a sidetrack named Cafetal through which a straight length of track ran for almost a mile. Most of the runaways occurred here, and a switch tender was maintained to take care of them. Upon receiving a signal from a train, he'd throw a switch which caused the train to leave the main line and enter a safety track built upgrade.

THE FOLLOWING incident happened before my time, but was told so often and with so few contradictions that I do not doubt it. A train consisting of a bogey engine, two cars of silver bullion, and a caboose was reported by the operator to have passed Verastegui. After it was time for this train to have arrived at Cafetal the dispatcher inquired about it but the operator there said it had not shown up.

DS instructed the brass pounder to hike up the track. Walking from Cafetal to Zacate, the man found unmistakable evidence that the train had headed down into the crater. The ties were marked and track slightly damaged, but nothing remained of the train or crew.

There was a very sharp curve at the approach to Zacate, and it can only be assumed that the engine had failed to take the curve, ran away, and headed right down into the big hole! The next day plumb bobs were let down more than 6,000 feet, but no bottom was found. So far as I know, the mystery has never been solved.

While I was there Jack Ehly was handling No. 3, a passenger run between San Luis Potosi and Tampico. He made a stop at Espinazo, a flag station. As he halted, the engine trucks dropped off of the rails and the engine careened toward the left side.

He called the conductor, but even while they were discussing how to re-rail her she turned over and went down the canyon 700 feet before the under-brush and boulders stopped her, killing the tallowpot. The wrecker tried to pick this engine up after machinists had dismantled her.

Although the wrecking boss was experienced and careful and took all precaution such as anchoring the crane to the rails and putting his outriggers as securely as possible, the first pull broke the fastenings loose. The wrecker turned over and fell down the canyon, too, until stopped by the engine and other debris. When I left the division this wreckage was still there, and I suppose it will be until Judgment Day.

As I have said, the peons robbed the railroad of equipment. At least one bad accident was caused by this practice. No. 2, a fast night passenger train, was wrecked near Lagos, killing the engine crew and several passengers. Investigation showed the track had been tampered with. Railroad detectives and the Government looked into the causes of the spill. They found a number of spikes at a blacksmith shop owned by an old peon.

Upon being questioned, the old man admitted having taken the spikes from the track, since they were just the right length and size to make mule shoes. He said he meant no harm, and had taken only a few, leaving many still there! Even so, he was tried and given a life sentence in the salt mines at Vera Cruz. The judge did not condemn him to death because of the old fellow's ignorance.

I REMAINED on this division eighteen months. Then I got tired of it and requested a transfer to the main line at Aguascalientes. The transfer was granted. I learned the road and reported for work and made my initial trip on New Year's night of 1907.

A number of locomotives had been converted into oilburners by now, and some American firemen had been hired. Among the engineers and conductors were men from many countries, but most of them were Americans. The English, German, or Australian engineers did not seem to grasp the American system of railroading, and although many came there, few remained any length of time.

One of my boomer pals, Tommie Davidson, was a great character. He was not tall, but heavily built and strong, as well as most agreeable—until someone tried to give him a dirty deal. He got into trouble several times in Aguascalientes, but always got out.

One day in Mexico City he was lured into an argument with a Spanish bullfighter, who was well matched in size and weight with Tommie, but like many Latins, he preferred fighting with a knife. Tommie unhitched his .45 and hit the guy over the head so hard it bent the trigger guard of

the gun. The bullfighter took the count. Tommie ran out, got into a hack, and told the driver to beat it.

THE DRIVER was so long in getting his steed started that the police arrived and took the situation in hand. They tried to get Tommie to surrender, but he shoved his gun in the face of one and pulled the trigger. The trigger guard had been bent, however, and the gun would not function, so finally Tommie had to give up. They put him in Belen Prison and tried him.

The judge fined him 200 pesos. Tommie was one of the relatively few boomers who became a home guard, married a nice woman and settled down to a life of industry and sobriety. The last time I saw him he was living in El Paso and had a good railroad job.

Among the boomer engineers who drifted in was one named Slattery. He caught a helper job on Zacatecas Mountain. It paid well, averaging about 500 pesos monthly. I saw him often and each time he told me that he was saving money to buy a saloon.

Now, if Slattery had carried out his resolutions, he might have realized his ambitions and opened a first class nose-paint parlor in K.C. But he made the mistake of visiting Mother McClure's place the night before leaving. As a result, he stayed in Aguas until his last nickel had gone. The next time I saw him, he was on the road and again trying to save up a stake with which to buy a saloon.

Bad luck overtook him, however. He got into trouble and was pulled off for investigation. The assistant superintendent, who hauled him on the carpet, was a big, none-too-gentle Irishman named Charlie Burke. Slattery got real peeved.

"Why you ain't so much," he told the brass collar. "You look like a thirty-cent clerk to me."

Burke smashed the boomer in the nose, and Slattery went down and out.

As he got up Burke asked, "What do I look like now?"

"You look like Mr. Burke to me," Slattery replied. But he was fired for insubordination, and headed south.

ANOTHER old boomer engineer who was my particular friend was Ike Rood. Ike had worked everywhere, it seemed,

and knew everybody in the railroad world. While running out of Aguas he'd had an engine failure and was called into Charlie Burke's office to explain it. Burke was mad and bawled him out.

Ike had known Charlie when he was an engineer, so he did not feel like being bawled out by one he did not consider his superior. He came right back at Charlie. Among his remarks was this: "Well, you may think that you are a big man, but I don't. You can fly as high as you like, old gobbler, but you'll have to light some time."

Charlie considered this insubordination, and fired him. Ike got his time and went to El Paso. He worked several months there, but when winter came he did not like cold weather, so he thought it over and wrote Burke asking his pardon, saying he'd like to go back to work. Burke replied that if he'd apologize in person he could get a job, and sent him a pass in the same letter. Ike quit and came back.

Arriving early in the morning, he met Burke and told him he was sorry he had called him an old gobbler. Burke said it was O.K. and to tell the roundhouse foreman to mark him up on the board. I was just going to breakfast when Ike came along. I invited him to go up town to have breakfast with me.

After the meal Ike said: "Damn, it sure burned me up to have to apologize to that red-necked chaw."

We had another drink—in fact we had several. With each one Ike got madder and madder. After a while he announced: "I am going down and see that guy."

Walking into Burke's office he lit into the official.

"I have thought it over and am still of the opinion that you are an old gobbler and nothing more," he declared. So Burke fired him again and Ike Rood left town.

ABOUT 1907, shortly ofter I saw my first copy of *Railroad Man's Magazine*, there was a great deal of railroad building in Mexico. The Southern Pacific was extending its line from Guaymas to Guadalajara. The Kansas City, Mexico & Orient was stretching forth from Kansas City to Topolobampo on the Pacific; two rival roads were building out of Acapulco to Mexico City; and the Mexican Central was constructing two more stretches of track, one from Tampico to Mexico City, the other from Guadalajara to Manzanillo.

In 1907 came a financial panic in the States. Many railroad men were laid off. Some of them came to Mexico, where I suppose all of them got jobs. We were far behind with our business, for it had accumulated to such a degree that every siding and yard track in Mexico was blocked.

On October 27, 1907, I was told to take out the wrecker from San Juan. I got ready in a few mi-

nutes, wheeling the big hook to Celaya. When I arrived there I received a message to set it out and pick up a tonnage train of ore. This I did. I had no block signals, and most of the telegraph offices were closed for the night. In a few hours I was right behind a double-headed train without knowing it.

This part of the road was as level as a floor, and I was whipping along about fifty miles an hour. Just before arriving at Salamanca there was an easy curve, which marked the place to shut off and to begin braking.

I slammed the brakes into emergency, opened the sand lever, and grabbed the whistle. Then we hit. The fireman jumped off and broke his leg, but I did not have time to do anything, so I rode the old 827 through the caboose and eight cars.

When we stopped, the only wheels of my engine on the rails were the back drivers. All the rest had been forced off by wreckage, and the engine was standing on an incline. After the dust settled, I got off and looked around. Then the police came, and I was thrown in jail.

Mexican laws worked rather peculiarly. Influence often went a long way, so after the wreck had got well under way toward being cleared, Super Jack Clegg sent over to a *cantina* and bought a box of cigars and a bottle of cognac. He then sent for the *Jefe Politico*, or judge of that district. Jack offered him a drink and a cigar and started a pleasant conversation. He and the judge drank, smoked, and had a good time.

When the old judge was feeling pretty mellow and at peace with the world, Jack brought up the subject of the wreck, telling His Honor it was unavoidable, and that I was a fine fellow and a good engineman. The judge had the police bring me over from jail so he could size me up. I must have made a fairly good impression, for he turned me loose and, although I remained in Mexico three years, I never heard anything more about it.

AFTERWARD, the doctor told me about Ruhlin, a deadheading fireman on the train I had hit. Ruhlin asked if he was going to die and the doctor simply remarked he was badly hurt. A few minutes later Ruhlin asked for a cigarette, which the doctor gave to him. He closed his eyes as he smoked, and then opened them and said: "It's all off, doc; goodbye."

I felt bad about his death, but it was not my fault. The trouble was that there had been no flag out. The conductor had sent one back, but instead of protecting the rear of his train, the brakeman returned to the caboose and was cleaning his lamps. This was just after daylight, and day signals had been put out. Poor Ruhlin was back in the caboose taking a little nap when the wreck occurred. The brakeman ran away and never even asked for his time.

Living conditions were good on the main stem, but in terminal towns only. Along the line few provisions were made for decent food. Since the division between Aguascalientes and La Colorado was a long and the hours likewise long, it was often an unreasonable time between meals. To take care of us the peons would establish little places to sell grub.

I well remember one at Punta, a little town at the foot of Zacatecas Mountain. An old Indian woman had a little 'dobe house near the track, and all day she would squat patting out tortillas, a kind of bread made of hand-ground corn. The house was surrounded with naked brown children, and the family sow with a brood of young ones kept nosing around in search of something to eat.

The meal would consist of tortillas, a dish of frijoles (beans), and black coffee. No tables or chairs were furnished, and you had to stand or squat, as you liked.

I REMAINED on the mainline until May, 1908, when I received a letter from a friend named Bill Estes suggesting that I transfer to Guadalajara. He had fired for me out of Aguas, and I had been instrumental in getting him promoted. So pleased with the city was he that he wanted me to come down there also.

Guadalajara is located on the west slope of the divide, 5,200 feet above sea level. The most beautiful women, the most luscious fruits, and the most delicious food stuffs of Mexico come from the city.

On May 5th I arrived there and reported for duty. The super was named Banks, and Old Man Schu was master mechanic. Schu was a stickler for three things: sobriety, industry, and loyalty to the company. But as he had a rather hard bunch to deal with, he met with little success in his efforts to get them.

No less than five men named Moore, including myself, were working on this division at the same time. The Old Man was often confused as to just which one he wanted to call on the carpet—and he usually wanted one of us. The nicknames of the other four were "Smiley," "Deefy," "Deery," and "Billy."

Smiley always wore a derby hat on the engine. I asked him why.

"I have worn a derby ever since

the accident," he replied.

"What accident?'" I queried.

"I was running a Great Northern engine," he said. "The weather was cold and I was wearning a cap with flaps tied over my ears. A friend asked me to have a drink, but I didn't hear him. I have worn a derby ever since."

Old Deefy was a good engineman, a boomer, and very unreliable. He was working on the Interoceanic out of Pueblo and walked into the old master mechanic's office one morning.

"Got my time made out?" he asked.

"Are you quitting?" asked the m.m.

Deefy answered: "Quitting? Why, I quit last night down the road about forty kilometers. I wouldn't have brought the damn engine in, only I wanted sumpen to ride on."

And he really had! He had set the train out in a blind siding, bringing the engine into Pueblo alone and saying nothing until the next morning.

ONCE I came into Guadalajara about two a.m. after a twenty-two-hour trip, dirty, tired, and hungry. The only all night restaurant in the city was crowded with men and women. I sat down, and when the Chinese waiter came up I ordered ham and eggs and a cup of black coffee. The waiter went out to get it, but brought back a beef-steak and potatoes. I refused to accept them, so he picked them up and carried them away and did not bring me anything.

I waited a long time, and when no waiter appeared I went into the kitchen to see what was the matter. I found the waiter standing by a meat chopping block doing nothing. I asked him if he was going to bring my order.

"In a little while," he said. He did not even have it on the stove, which made me mad. I slapped his jaws. He reached for the meat cleaver, and I for my gun. I beat him to it. He dropped the cleaver and put both hands up over his head. However, I was sore by then, so I busted him over the head with the gun.

He hollered, and it seemed that all the Chinese in China broke loose and swarmed out of every nook and corner in the house. Now, I had a good friend who had got a fine of two thousand pesos for smoking up a bunch of Chinese. I thought of this right then and I beat it.

I hadn't gone far, however, before the commotion attracted the police. A mounted cop rode me down. I stopped and immediately was surrounded by at least 300 people. At that moment I spied one of my room mates, Jack Conety, in the crowd, and he asked what the trouble was. I handed him my gun when the officer wasn't looking.

Charges were preferred against me for assault with a deadly weapon. The judge must have heard something of me in advance, for as soon as I was brought before him he asked: "Were you drunk last night?"

Now, being drunk in Mexico was the least of all offenses, and the maximum fine for it was five pesos, so I instantly grasped the idea.

"Si, Señor," I replied.

"Cinco pesos," he announced, and called the next case.

But I didn't have the five pesos. My money was in the bank, and I had no check book with me. I was taken back to the bull pen, where I talked with the foreman, whom I authorized to send my watch to a pawn shop and soak it for ten pesos. This he did. In a short while the messenger was back with the pawn ticket and money. So I paid my fine.

I STAYED on the Guadalajara Division until the following August, when I wrote out my resignation and gave it to Schu, who read it and tore it up, saying: "I won't accept that. I figure on firing you next week."

We talked it over and compromised by my taking ninety days' leave. I went to Mexico City, then to the States, landing in Fort Worth, Texas, where I met a friend who told me that the Trinity & Brazos Valley was hiring engineers at Teague. Following his tip, I got a job there.

It was not much good; track was bad, tonnage was heavy, coal was rotten, engines in miserable condition, and living was poor. The superintendent was a slave-driver who thought that a man in train or engine service had no rights whatever. So I saw that my time was to be short on the T&BV. I stuck it out, however, until my leave of absence in Mexico was nearly up. Then I quit, left for Houston, and returned to Mexico via Brownsville.

In Mexico I found that a great change had taken place. The railroads had been bought by the National Government, consolidated into one system, and renamed the National Railways of Mexico. Most of my old officials had been displaced with new men, and as I had lost my seniority by having accepted a position with another company, I had to go to work as a new man.

I hired out in Monterrey and remained there for about three months. Business was dull. One day I met Charlie Blake, superintendent of locomotive service in Monterrey, and asked him for a transfer. He said he'd see about it, and in a few days I received a message asking me to go to Acambaro.

The division was a narrow-gage affair, engines small, grades heavy, and poor braking equipment. I had several runaways down the mountain while I was there, but always got stopped before anything serious happened. Business was fairly good, and I made more money than I had at Monterrey, so I was fairly well satisfied.

ONE NIGHT I got a telegram from Blake asking if I would go to Torreon and work out of there. I thought it over and wired acceptance.

Torreon is located in the desert of Mexico, 518 miles south of El

Paso. It gets very hot in summer, but the winters are delightful. I was assigned to what had been the old International Mexicano before the consolidation. The job was fine: short hours, lots of layovers and good money; and I felt that at last I had located just what I wanted for the rest of my life.

But I remained at Torreon for only a year. Political conditions grew worse daily. The Mexicans took a hostile attitude toward the Americans. I saw that it would not be long before we had to get out. Realizing that when the big blow-up came there would be a movement of railroad men into the States, I decided to quit first and have a job when the rest began their trek. About 600 American engineers would be forced to go, sooner or later. I gave ten days' notice, got my time, and sorrowfully said goodbye to Mexico.

GOING BACK TO TEXAS, I soon had a job running an engine on the Texas & Pacific out of Longview. This was a fairly good position—small engines, short trains, and fair living conditions. However, the track was bad and speed restriction made the hours long, so we seldom got over the division within the sixteen-hour limit.

After ten months on the T&P, business fell off so much it was necessary to reduce the force. Six of us were cut off the board, but we held our seniority and would be sent for to return as soon as business improved.

I had been working steadily and had a good stake saved. I went to San Antonio, where a new railroad known as the San Antonio, Uvalde & Gulf was being built. Thinking I might get a job there, I applied and was told to stick around.

I took a room at a second-rate place which we called "The Big Onion." The guests were about my caliber, both men and women, and I could tell many droll and sexy incidents that happened here, but they would not get by in print.

Finally I went back to the T&P and got out on the road the same day I arrived in Longview, for business was good, and soon I feel heir to a regular engine. A few months later I had a personal encounter with my conductor. Not much damage was done, but we made considerable noise and quite a lot of dust, and we both were canned for fighting on duty.

From there I hit northward, for I had heard that an old boss named Fred Carson had been appointed master mechanic at Des Moines, Iowa. Business was rather dull there. No engineers were being hired, but Fred offered me a job hostling until there was improvement, and I accepted.

In about two months I was tendered a job running, but a letter came from Bill Estes, who was then driving an engine out of Birmingham, Alabama, stating there was a place for me there. Bill had gone from Mexico to Birmingham.

I was lucky on the Alabama Great Southern, for which I hired out in Birmingham. In a short time I built up a reputation and was in excellent standing with the company. Then I got in trouble with my landlady (through no fault of my own) and was jailed for a day or two.

SORE at Birmingham, I quit the AGS and left town for Dallas, Texas. I stuck around Dallas a few days and headed west again, toward El Paso. Landing in Santa Rita, N.M., I went to work for a copper company which operated a big mine. They had about fifty dinky locomotives and hired lots of men.

Most of the engineers and conductors were from Mexico, so I felt at home again. But I did not like the job, and after a month I gave notice, quit and went to Shreveport, Louisiana. There I landed a regular berth and saved some money.

About that time Congress authorized an appropriation of $35,000,000 for building a thousand miles of track in Alaska, and on March 5th I resigned after giving sufficient notice to insure getting a good service letter.

I left for Frisco and took a ship to Seattle and on to Alaska. I had bought a ticket to Seward, but stopped off at Cordova, as I thought I might land a place on the Copper River & Northwestern while waiting for construction to begin on the Government road.

I did not get a job on the Copper River line, nor did construction begin on the Government road that year. However, I did pick up work running a hoist at Valdez, a town about 100 miles north of there. It paid eleven dollars a day, but did not last long. When it was finished I could get nothing else. War had just been declared in Europe, but instead of accelerating business it had, at first, a depressing effect.

I headed down to Houston, Texas, where I told an old boyhood pal of mine, who was then chief clerk for the St. Louis, Brownsville & Mexico, that it was up to him: he either had to get me a job or take care of me all winter.

He sent messages to various officials, and received a reply from the super of motive power to send me to Kingsville. I left that night. At Kingsville I was given a job helping the machinist in the shops.

Jim LaValle was general foreman. He decided I was not much of a machinist helper, so he sent me out on an engine watching job to a little town called Refugio. The pay was only $45 a month, but I got good board and room for $20. It was better than nothing, and the work was easy, as only every other night two local engines came in. They were oilburners, and there was nothing to do but keep them alive. I stayed on all winter.

THE RAILROAD ran from Houston to Brownsville, connecting with the Mexican National at Matamoros. It was relatively new and had hired most of its engineers and conductors. The jobs

were not much good, for water was bad and the road was level; thus a small engine could pull a mile of cars.

In February I quit the watching job. I drifted around for a year, working at numerous places at anything that developed, saving a small stake and blowing elsewhere. I had been in the shops in Las Vegas, Nev., and had left in order to spend Thanksgiving in Los Angeles with my mother.

The day after Thanksgiving we went uptown together. She suggested that I call on the Southern Pacific. I thought it a waste of time, but to please her I went out there. To my surprise, I was hired as a switch engineer and sent to San Francisco to work on the Coast Division.

Much as I enjoyed living in Frisco, I did not like a switch engine. I stood it as long as I could and then drifted down to Los Angeles to get a road job. After a short pow-pow, I was sent to the Tucson Division mainline.

I remained on the Tucson Division until the latter part of 1919, but in the meantime the increase in business due to the war and the flu epidemic caused a shortage of men. I was transferred four times, twice to the Los Angeles, once to the Coast, and then to the Salt Lake Division.

Arriving in Ogden early one morning I was marked up quickly, for I was first out on the extra board. I asked permission to learn the road, but was told that there was no time for such useless things. Then I asked that a fireman who knew the road be sent out with me. But that night I was called to go with a tallowpot who had arrived from Tucson with me, and who likewise had never been on the road!

WE WERE CALLED for eight p.m. When I coupled onto the train it was night and snowing hard. I did not even know how to get out of the yard. I started after getting orders, but I headed down the wrong track, which would have taken me to Denver instead of westward to Montello, where I was schedule to go. Before I was straightened out, I had to back the train and head in the right direction.

The Salt Lake Division was a combination of single and double track, parts of each being operated according to requirements of business. Thirty-two miles of the line crossed Great Salt Lake, twenty miles of it being on the rip-rap and twelve miles over a bridge, with speed restrictions of twenty miles for passenger and twelve miles an hour for freight.

It sure was tough! Naturally we did not do well on our first trip, for we had no idea of the physical characteristics of the road. But we got to Montello all right the next morning, although we took the full sixteen hours in doing so.

I remained on the Salt Lake Division until shortly before Christmas, and on my last trip to Carlin I stopped to look at the thermometer outside the clubhouse. It read 28 below zero.

This was too much for me. Upon returning to Ogden, I requested permission to go back to my home division. It was granted. I have never seen the sunshine and the desert so beautiful as it appeared to me after my experience with snow and ice in Utah and Nevada.

I didn't like the idea of living under the Volstead Act, which went into effect on June 30th, 1919, so I decided to go to Cuba. I wrote to George Knight, super of motive power in Camaguay, Cuba, asking for a job for myself and Harry Taylor, another engineer, and received a favorable reply.

We each obtained a leave of absence and a pass, went to New Orleans, and took a Spanish steamer to Havana.

The job at Camaguay was bad, however. Living conditions were horrible, engines worse, and grass grew overnight on the track, making it impossible to handle tonnage. We decided that our stay on the Cuba road would be short.

After resigning, we went to Havana, where we both landed positions with a well-known oil company instructing firemen in the use of fuel oil on locomotives. It was a much better job, paid very good, and we were well treated. We stayed until recalled by the Southern Pacific, but before leaving Cuba I arranged to hold my job with the oil company when SP business again fell off.

We put in three months at Tucson. Then business declined, as I had expected, so we quit.

When I returned to the oil company I was assigned to eastern Cuba. I remained in this district until the contract was finished, and all of us fellows who were instructing the native firemen were called into Havana, paid off, and released.

ARGENTINA is the only country I found on the east coast of South America which allows foreigners to work on the railroads, and even there only a few contract engineers are employed by some of the large roads.

But, being a boomer, I didn't stay there long. I didn't stay anywhere long. I worked in Peru, on the world's loftiest railroad, the Peruvian Central, and on a banana road in Guatemala—I could write a book about either of them—and in Panama and a lot of other places. Then I took a boat back to the states, suddenly aware that I was no longer young.

I arrived in San Pedro, California, early in the morning. I went on deck and looked over toward the town. What a difference! A cold, gray fog hung over the water; the pale sun made no more than a feeble attempt to shine through; and the deck was wet and clammy. Noisy, smelly tugs crawled here and there, their sirens blowing as they felt their way through the mist.

Rejecting all this, my thoughts and longings turned back to the land of eternal sunshine, where it was ever gay and never cold. My eyes were moist, for I realized my boomer trail had at last come to an end.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. What lines make up the Grand Trunk Corp.? Are they solvent?

There are three: Grand Trunk Western R.R. Co., the Duluth, Winnipeg & Western Ry. Co., and Central Vermont Ry., Inc. Largest of them, GTW, posted a $1.7 million net loss for 1976 from $152.6 million revenues. The lowest loss in 20 years, a 76% improvement over 1975. Out of the formation of Conrail, GTW purchased 151 miles of Michigan trackage, some in the prosperous industrial tri-city area of Saginaw, Bay City, and Midland. GTW not only expanded its mainline trackage to 1,320 miles but also improved its revenue potential to where it might show at least a small profit this year.

The GTC subsidiary with the most consistent earnings-record, DW&P, delivered another profitable year, despite record expenses, with 1976 earnings of $4.8 million from all-time high operating revenues of $23.1 million. Outstanding profit achievement over the past five years pushed earnings up 2½ times above the 1972 net income.

But Central Vermont's effort to make a modest profit was dimmed by a six-month Canadian newsprint strike which lasted until March, coupled with substantial losses in *per diem* and mileage credits. As the first quarter ended, company officials faced a possible deficit 10 times greater than the 1976 net loss of $122,000; but an accelerated rise in traffic could cut the losses.

2. Who designed old Broad Street station in Richmond, Va.?

John Russell Pope, a student of Charles McKim, designer of the present Pennsylvania Station in New York City. While the Richmond edifice is the most important railroad building Pope designed, other examples of his work are the National Gallery, the National Archives Bldg., and the Jefferson Memorial, all in Washington, D.C.

3. When was steam last used on SP's *San Joaquin Daylights, Coast Daylight,* and the *Starlight?*

Trains 51 and 52, the *San Joaquin Daylights,* went diesel on Sept. 14, 1956. Trains 98, the *Coast Daylight,* and 94, *the Starlight,* gave way to the growlers on Jan. 7, 1955.

4. History, please, of the two-foot gage Wiscasset, Waterville & Farmington.

The WW&F was built in Maine in 1895 as the Wiscasset & Quebec, being the first of all U.S. two-footers, chartered in 1854. It was planned to build to Quebec, Canada, but when the tracks reached Burnham, Maine, the Maine Central refused to let them cross its line. So the W&Q pulled up its rails from Burnham 11 miles back to Winslow, making Albion a branch and setting up stage and dray connections into Waterville.

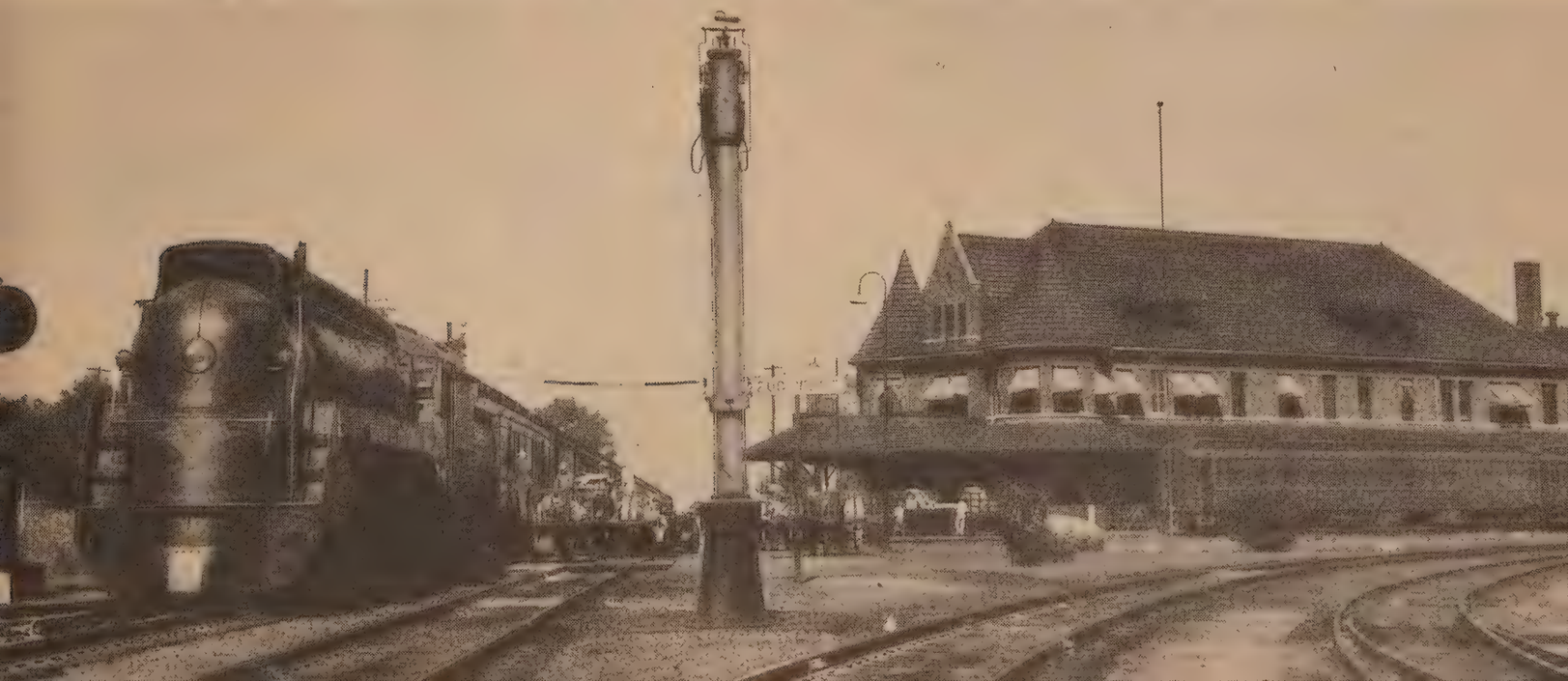
Later renamed Wiscasset, Waterville & Farmington, the two-footer made another pitch for Quebec, this time by way of Waterville, Farmington, and the Sandy River; but again the big road refused to permit a crossing, whereupon the Quebec dream was abandoned. On June 15, 1933, as the result of a wreck and dismal earnings, the WW&F ended service. According to two-foot expert Linwood Moody, the WW&F operated the nation's last two-foot-gage RPO.

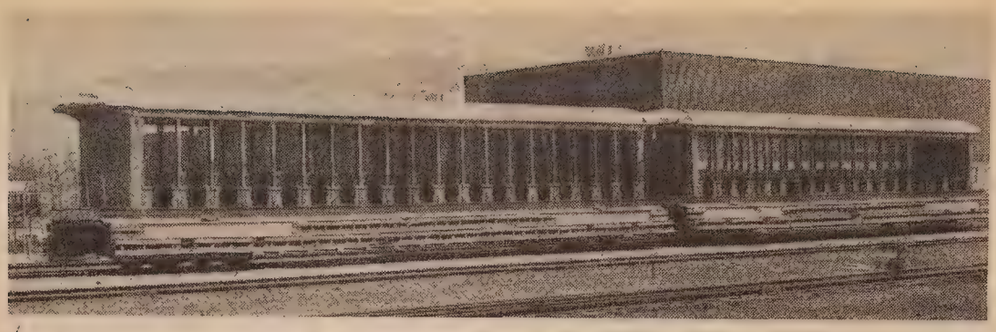
5. How many General Motors-EMD diesels ran on the St. Joseph Belt Ry.?

My records show two, Nos. 6006 and 6007. The latter was built in 1937, one year before 6006. Both were alike. They had 600 hp, SW models, B-B, 50,400 tractive force, and weighed 201,600 lbs. The 6006 was scrapped in Sept. 1963. No. 6007 was sold to Precision Engineering in Aug. 1965, then to Pickens R.R., being renumbered 4. There I lost track of her.

Richard J. Cook, 2876 Fairmount Blvd., Cleveland Heights, Ohio 44118

Grand Trunk Western afternoon rush-hour in days of steam at Durand, Mich., where three connecting trains met. RPO car on *Inter City Limited* at left gets workout as 4-8-4 No. 6408 awaits highball.





Salt Lake, Garfield & Western tourist trailers at Salt Lake City in '69.

6. I'd like words to "December 25," by E.E. Knapp.

It's Christmas Day on the right-of-way,
The mercury falling fast,
And through the yard it's drifting hard
With snowflakes whirling past.
Hark to the wail of the eastbound mail
A-whistling for the grade.
She bucks the snow at twenty below;
Her schedule must be made.

Thundering in with a roar and din,
All covered o'er with white,
She's borne the brunt on her boilerfront,
Lashed by the stormy night.
A cold Yuletide, but it's warm inside
Now at the end of the run;
The engine crew, their journey through,
Are home for festive fun.

7. I'm a retired Northern Pacific policeman. My retirement check was stolen from my mailbox. How can I avoid this happening again?

You can have your annuity checks deposited directly into your savings or checking account at a bank, savings & loan association, Federal or state chartered credit union, or a similar institution. Even when you are away from home, your check will be deposited automatically and safely.

8. Any details on a CP Jubilee 4-4-4 that set a brake test record?

Jubilee F2 No. 3000 made a brake test run in the Winchester subdivision some 38 miles west of Montreal on Sept. 18, 1936, with a fully loaded tender and four cars, highballing at 112.5 mph. It was brought to an emergency stop in 78 seconds. The locomotive and tender weighed 461,500 lbs. Weight of the entire train was 905,660 lbs. The F2 Jubilee was designed as a lightweight semi-streamlined engine capable of high speed. Five of them were built for Canadian Pacific. Twenty units of the Jubilee F1 were built. They were different in design from the F2. Each had a 75" drive, compared to an 80" drive for the F2, and was not capable of achieving the high speed of the Jubilee F2.

9. Name Mississippi's first railroad.

The Clinton & Vicksburg, chartered Dec. 19, 1836. The C&V and its successors, the Commercial & Railroad Bank of Vicksburg and the Vicksburg & Jackson R.R., built the line from Vicksburg to Jackson, now part of Illinois Central Gulf.

10. What did the Milwaukee Road recently pay for the Green Bay & Western?

Nothing. It wasn't asked to contribute. Neither was the Soo or C&NW, although all three were interested. Last July 15th the ICC approved a total purchase price of $3,397,000 by the Burlington Northern, for the GB&W. The latter operates about 250 miles of track from Winona, Minn., across mid-Wisconsin to Green Bay and Kewaunee, Wis., with connections by carferry to Ludington and Frankfort, Mich. In 1975 its operating revenue was close to $10 million, nearly half being derived from ferry traffic.

11. What is the SLG&W?

The Salt Lake, Garfield & Western operates from a connection with the Denver & Rio Grande Western, the Union Pacific, and Western Pacific at Salt Lake City to Saltair, Utah, 16 miles. Traffic is mostly coal, salt, and general commodities.

The Salt Lake & Los Angeles Ry. was incorporated Sept. 21, 1891, and opened in Feb. 1892. The present name was adopted Oct. 28, 1916. Motive power was juice from 1919 to 1952. Passenger service was discontinued in 1958; but specials, such as those sponsored by the Promontory Chapter-NRHS, were still running as of last spring. However, I understand from some of the Promontory members that this was probably their final Saltair trip over the SLG&W. The Saltair Investment Corp. controls the company.

12. How many locomotive and freight cars are owned by the Baltimore & Ohio and the Western Maryland?

At latest available report, the B&O had 374 multi-purpose diesels and used 128 switching units, not including 32 leased to B&OCT, and had 19 awaiting disposition. B&O's total of 32,917 freight cars does not include one leased to C&O, 39 leased to Dearborn Leasing Co., and 164 to Conrail. WM had 81 multi-purpose diesels, 32 freight, two slugs and one switcher. They had a total of 214 freight cars, not including 200 units leased to Conrail.

13. Why were the front cylinders of an articulated locomotive larger than the rear cylinders?

They weren't necessarily. Those locomotives were compounds, in which the expansive power of steam from the boiler was used twice—first in the rear, or high-pressure cylinders, and then in the forward, or low-pressure cylinders, which were much larger in diameter. In starting, steam goes directly to all four cylinders to develop maximum tractive effort. Once under way, the change-over to compound helped to conserve steam. A good example of a successful compound was the Norfolk & Western's

Maine Central 2-10-2 No. 651, ex-Boston & Maine 3000 at Waterville, Me.
Collection of Gorton T. H. Wilbur

Illinois Central suburban m.u. train on ERA fantrip passes CSS&SB train at new East Chicago station of CSS&SB on May 24, 1958.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07718

class Y-6, 2-8-8-2 type. But later the N&W switched over to the simple Mallet design with class A engines.

14. When did Illinois Central electrify its Chicago suburban service?

Electrification of the mainline between Randolph Street in Chicago and Richton, Ill., the Blue Island branch and the South Chicago branch, was done in accordance with the so-called Lake Front Ordinance, passed by Chicago City Council on July 21, 1919. First electrics in regular suburban service began running on July 21, 1926, 70 years after the IC's first Chicago suburban operation. Electrification of the entire suburban service was completed on August 29th of that year. The program included about 418 miles. Traction was provided by overhead contact wires carrying 1500 volts of DC current.

15. Was Charles Dickens a railfan?

Surprisingly, yes. The famed British author, who wrote *A Christmas Carol*—popular at this time of the year—among other works, was fascinated with railways and they figured prominently in his novels and short stories. *In Dombey and Son* (1848) chapters 6 and 15 contain accounts of the London & Birmingham Ry. *Our Mutual Friend* (1864-65) refers to the London & Greenwich and the Great Western. *The Uncommercial Traveller* refers to railways in Kent. *The Mystery of Edwin Drood* (unfinished at his death in 1870) makes reference to the South Eastern Ry.

Dickens wrote six *Mugby Junction* stories (1866): *Barbox Brothers, Barbox Brothers & Co., Main Line: the Boy at Mugby,* and *No. 1 Branch Line: the Signalman.* These stories resulted from an enforced stop at Rugby Junction on the London & North Western, following a fire in the coach in which Dickens was traveling. His *Lazy Tour of Two Idle Apprentices* mentions the LNWR.

On one of his American journeys—between Rochester and Albany, N.Y.—Dickens was caught in one of America's worst floods. Nearly 300 miles of line were inundated. After he had been compelled to spend a night at Utica, the railroad finally got him to Albany through floods and floating blocks of ice, taking ten hours for a normally three-hour journey. But Dickens remained fond of railways up to his death, which, ironically, was due partly to lingering injuries suffered in an English railway train wreck.

Running Extra

CLEARING UP some points on the Cumberland Valley R.R. engine *Pioneer.* Built by Wilmarth, she never played an important role in the Civil War, being too light to move heavy trains. Never to my knowledge did she bear the name *Katy Did.*—John H. White, Jr., Curator, Div. of Transportation, Smithsonian Institution, Washington, D.C. 20560.

WANTED: info and pix on the old Hardwick & Woodbury in Vermont.—Roger Borrup, Box 232, Warehouse Point, Conn. 06088.

DOES CP RAIL operate any FPA-2 and FA2's?—Martin Durval, 713-32rd Ave., LaSalle, Que., Canada H8P 3B6.

ANYONE tell me about a Pullman observation car *San Estehan* carrying initials MSF&W? What do these initials mean? The car is on a short section of track adjacent to the Santa Fe mainline at Baring, Mo.—Ronald Knost, 423 S. Old Orchard, Webster Groves, Mo. 63119.

WHERE are the longest stretches of straight track on the Frisco, Cotton Belt, L&N, KCS, N&W, and C&O?—Ned Lewis, Box 1725, New York, N.Y. 10027.

I AM SEEKING info and pix of Norfolk & Western class J, class A, 2-6-6-4's, and some switchers that I saw awaiting the torch in New Boston, Ohio, in the spring of 1960.—Lorren W. Jackson, OTC, Naval Facility San Nicolas, Pt. Mugu, Calif. 93042.

INFO WANTED on the Dressler & Arlington R.R.—Daniel A. Brady, 638 Main St., McSherrystown, Pa.

WHO HAS names and numbers of passenger cars on NYC-Big Four *Southwest Limited* in the 1930s? Were two of them *Hortense* and *Gertrude?* I need the info for my model layout.—James P. Cossins, 10130 Crabb Rd., Temperance, Mich. 48182.

ANY INFO or pix around on SAL engines 4-6-2 No. 832 and 4-8-2 No. 220 that were involved in wreck at Scott, Fla., on Dec. 11, 1931? Who can tell me about a wreck of SAL's *Palmland* in Florida in the 1940s? Also an accident on the ACL at Rommert, N.C., which reportedly killed many people.—T.F. Meroney, Box 15, Mocksville, N.C. 27028.

HOW MUCH air was needed to stop a steam engine coming into a station? What were the five positions of the air valve?—Fred Waugh, 9211 Stuart Lane, Clinton, Md. 20735. *(Ed. note:* You forgot to mention which type of loco.)

BOSTON & MAINE sold eight Alco 2-10-2's to the Maine Central. Nos. 3000, 3008, 3017, sold in March, '37 became MEC 651, 652, and 653. No. 3009, sold in Feb. '40, became 654; Nos. 3020 and 3029, in Sept. and Oct. '44, respectively, became 655 and 656; while 3005 went in April '46, becoming MEC 657. The last 3014 was sold one year later and renumbered 658. All 8 had the same basic dimensions; but 655 and 656 were built in 1923, the others in 1920.—Richard A. Hoisington, 6 Park Ave., Derry, N.H. 03038.

WHO WAS D.B. Harrington? When was the Port Henry & Northwestern Ry. Co. incorporated? Anyone have its loco roster? I want a Porter catalog or builder's photos of Porter locos. Also old pix of Porters in operation, particularly on plantations. Also info on Dawson & Bailey, which combined with Porter, Bell & Co. to form the H.K. Porter & Co.—Richard D. Rautio, 1245 Pursell Ave., Dayton, Ohio 45420.

I REMEMBER looking down from the old New York City Third Ave. El

cars on small trolleys that ran, without a visible third-rail or an overhead, through the lower East Side of Manhattan. Anyone tell me the name of this company, routes it traveled, and how many cars it owned?—Paul Pearsall, 74 Jordan Ave., Jersey City, N.J. 07306.

A SOURCE for anyone tracking down railroads from initials is A.C. Anderson, 705 Maple St., Bosenville, Calif. 95678.—Charles J. Hill, 115 Madonna Circle, St. Francis Village, Crowley, Texas 76036.

WHEN and who built Willard State Hospital saddle-tank No. 2?—Bill Gordon, 232 Bereford Rd., Rochester, N.Y. 14610.

ANSWERING Wm. Pond (Dec. '76): the three Lake Erie roads are still operating. B&LE and P&LE retain their old names, while W&LE became part of the Nickel Plate, now Norfolk & Western.—James S. Levis, 654 Boston Ave., Waterloo, Iowa.

ANYONE HAVE a list of colleges or vocational schools specializing in rail passenger transportation?—Richard A. Johnson, 930 University St., Memphis, Tenn. 38107.

WHO HAS info, pix, etc., of steam locomotive exhibits at various World's Fairs in North America?—Cecil Church, 216 Rideau Terrace, Ottawa, Ont., Canada K1M oz2.

I WANT INFO and pix of Youngsville & Sugargrove R.R., built in Warren County, Pa., in 1905 and abandoned in 1916.—Carl M. Eastman, Jr., 120 Onondaga Ave., Warren, Pa. 16365.

SOME railroads are using very heavy rail. How heavy is it? What would constitute a good roadbed?—Homer Johnson, 4800 Hibiscus Ave., Edina, Minn. 55435.

INFO WANTED on the Pearl River Valley Ry., the Sacramento Northern, the Manufacturers Ry., and Napierville Jct. Which railroads employ reporting marks WCTR, MD&W, CCR, and LW?—Alan Kramer, Apt. B, 25-03 Fair Lawn Ave., Fair Lawn, N.J. 07410.

I'D LIKE to trade switch keys.—L.P. Shotwell, 8241 W. 44th, Wheatridge, Colo. 80033.

WHERE CAN I buy *Rails Through Dixie,* by H. Reid and John Krause?—Scotty Long, Rte. 1, Box 244, Bremen, Ga. 30110.

PASSENGER TRAIN SURVEY

In case you've never seen a hoop for handing up orders to passing trains, Lisa Yurek of Philadelphia demonstrates at Cherry Hill, Pa., on the Strasburg Rail Road. Approaching is ex-Pennsy 4-4-0 No. 1223, D16sb.

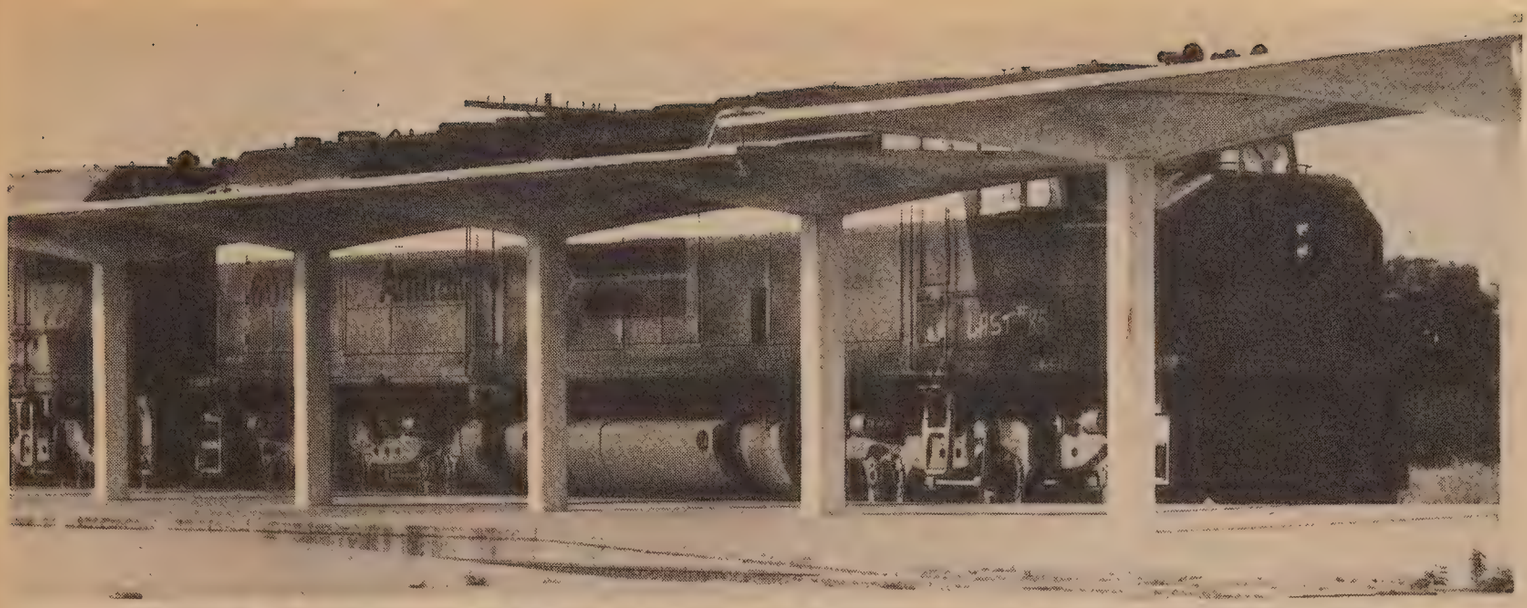
Charles A. Elston, 717 Station Ave. D-30, Cornwells, Pa. 19020

SUCH A FUROR of public indignation met the announcement of proposed sharp cutbacks in train schedules and services, due to a lowered Federal appropriation for the fiscal year 1978, which began October first, that Amtrak has asked Congress for an additional grant of $56.5 million, which would restore the year's total to $545 million and thus avoid the necessity for making those cuts. The amount approved by Congress in earlier authorized legislation was $545 million, but the sum actually made available for fiscal 1978 was $488,5, a difference of $56.5 million.

In its original submission to the Executive Branch and to Congress last December, Amtrak had asked for $534.1 million. Then its management told the Board of Directors that unexpected inflationary increases of $11 million made even this amount less than will be needed to continue to operate the present system at current levels of service.

The Oakland-Bakersfield train, the *San Joaquin,* still runs daily because of an agreement Amtrak reached with the State of California. The passenger corporation had planned to reduce it to four times a week as part of a nation-wide cutback caused by an insufficient Federal subsidy.

The pact calls for continued daily operation, with the state reimbursing Amtrak for the difference in deficit between a seven-day and a four-days-a-week operation. For the first six months of this year, the *San Joaquin*



After 35 years of being one of America's crack trains, the *Champion*, train No. 85, dolefully ended her last run at St. Petersburg, Fla., September 9, 1977. Shortly after she rolled into the depot on time there wasn't a soul on the platform. She just sat there with her motors idling quietly.

Fred Clark, Jr., 312 Mariva Ave., Clearwater, Fla. 33515

carried 56,216 passengers, a 41 percent increase over 39,769 in the same period last year.

Due to quick ICC and Department of Justice action, Amtrak is prohibited from discontinuing all "redcap" service on the Northeast corridor as planned. A temporary restraining order was granted by Judge Joseph Smith of the U.S. District Court for D.C., following arguments by Peter M. Shannon, Director of the ICC's Bureau of Investigations and Enforcement, and Dennis Deleon of the Justice Department's Civil Division. Shannon argued that Amtrak violated ICC regulations by failing to notify the public and the ICC of its proposed action. Amtrak's decision to remove redcap service, effective Sept. 13th, would have had its greatest impact on the handicapped and elderly as well as inconveniencing the general public, Shannon contended. He said the ICC had only learned of Amtrak's proposal through news reports in *The Washington Post.*

The order to lay off 80 redcaps was explained as an attempt to pare down operating costs because of the huge cut in Amtrak operation subsidies. But those involved in the decision to scrap the baggage-handling jobs didn't realize how much of an uproar it would cause.

Protests from several Congressmen, the public, even Amtrak President Paul Reistrup and eventually the ICC led to the court order to block the action.

NO PETS may be carried by passengers on Amtrak trains because of new Department of Agriculture regulations that would be much too costly for the rail corporation. An Amtrak spokesman said the corporation would have to spend $13.8 million to comply with the Federal "Animal Welfare Act."

Two-hundred baggage cars would be required to have climate controls and 300 stations would be required to have separate enclosed shelters for the animals. Amtrak said it carried about 200 dogs and cats per month before the new ruling went into effect.

A CROW flew into an 11,000-volt Conrail commuter train power line outside of Harrison, N.Y., and caused a two-hour jam of 40 trains, stranding 20,000 passengers.

In an explosion of sparks, the wire fell into the path of the train, whose engineer got a glimpse of the crow, saw the wire, and tried to lower the pantograph. It was too late.

The dangling wire became snarled in the pantograph, and the pantograph "tore everything" apart, throwing debris over all four trakcs. The train was empty at the time, heading for the Harrison station, where it was to have turned around and picked up passengers for Grand Central Terminal. No human being was injured, but the crow was electrocuted.

CREWMEN on Amtraks' daily *San Diegan* report many acts of vandalism on the run from San Diego to Los Angeles. The acts range from shootings and rock-throwing to mischeivous conduct. The Association of American Railroads has confirmed that the trend is increasing on the national scale. AAR said last year there were 9,954 reported incidents of rocks thrown at trains, 8,150 cases of obstructions left on tracks, and 737 shots fired at trains.

Incidents reported this year on the *San Diegan* run include tampering with interlocking signals, destruction of battery boxes with rifle fire, engineers bloodied with shattered glass from rocks hurled through cab windows, bullet holes on equipment, and annoyances by flares, sparklers, and fireworks. One crew reported a gang of motorcyclists pummeled the locomotives with hundreds of rocks.

ILLINOIS COMMERCE COMMISSION has rejected Rock Island's motion to halt passenger service on two routes from Chicago to Rock Island and Peoria. The Commission said operations should continue after track repairs to see if ridership improves.

CANADA'S PASSENGER train, soon to come under management of a rail passenger corporation, is making a strong comeback this year, according to rail officials. Passenger traffic is up about 10 percent so far this year. On the highly travelled Toronto-Montreal corridor it is running ahead of last year by 20 percent. Canadian National's Turbo and Rapido services between the two centers have carried about 70,000 more passengers so far this year than they had last year.

The Montrealer's Birthday

ONE OF AMTRAK'S best-loved trains, the *Montrealer,* had a party for its fifth birthday on the night of

Southern Ry. 6779 hauling No. 2, the *Ponce De Leon*, on a day in 1940.
Photograph by late Thomas O. Acree

September 26th. This daily train connects Montreal with Washington, D.C. It was begun largely as the result of an intense grass-roots campaign throughout New England. Its route through Springfield, Mass., and thence up the Connecticut River valley through New Hampshire and Vermont, was chosen after a vigorous campaign which pitted the New Englanders against rivals in upstate New York.

(Eventually, each group got its train service. Amtrak's *Adirondack* from New York to Montreal via Albany was inaugurated with state financial support in 1974.)

Before the route issue was decided in 1972 the Vermonters, along with partisans in other states along the way, had mounted a letter-writing and lobbying campaign unprecedented in Amtrak's brief history. At one point would-be passengers invaded the empty Brattleboro Vt., station with luggage and staged a sit-in to publicize their support of restored service.

The enthusiasm continued even after the train began running in 1972. The stations in Vermont, most of them small and picturesque, were cleaned up and painted by volunteers working on weekends. And the New Englanders rode the train they had won. Amtrak estimates that the *Montrealer* has carried about a million and three-quarters passengers to date.

The men and women who worked for its inauguration were volunteers—railfans, business men, housewives school teachers, lawyers, and college students. Three of them—Joseph V. MacDonald, Herbert Ogden, and Carl Monaghan—were singled out for special recognition on September 29th when the southbound train reached St. Albans, Vt., the first station on the U.S. side of the border. There, members of the Vermont Association of Railroad Passengers unveiled a plaque honoring them. All three were on hand for the ceremony. One of the trio, Joe MacDonald, no longer lives in Vermont, having been transferred by his company to Chicago and later becoming a member of the Amtrak Board of Directors.

"I gave 13 months of my life in large part to the *Montrealer* campaign," he recalls. "We didn't know then what we were getting, but we had a tiger by the tail."

The train pulled in from Montreal at 8:14 p.m. and made its mandatory 35-minute stop for U.S. Customs and to take on and discharge passengers—and this time for the brief celebration also. Afterward, a few of the group climbed aboard and treated the passengers to birthday cake, Vermont apples, cheese, and cider, and they rode south for a few stops in honor of the occasion.

The *Montrealer* is a conveyor of skiers in winter, high school class outings in spring, and college students almost all year around. In early days its lounge car had its own piano-player. Today, passengers usually provide the instrumental music and singing.

The *Montrealer* first came into service in 1924. During the prohibition era, liquor-drinking Americans would ride it to Canada, load their suitcases with Canadian rye, and then try to outwit Federal agents at the border. Until discontinued in 1966, this original train was operated over the Pennsy., the New Haven, the Boston & Maine, the Central of Vermont, and Canadian National—and often its consist had cars displaying insignia of all these lines.

When Amtrak revived the train in 1972, it became an almost instant success. One addition was a tavern-lounge car. Menus are printed in both English and French. The *Montrealer* makes an overnight journey of 670 miles in 16 hours and 40 minutes.

Down by the Depot

THE ABANDONED historic Louisville & Nashville Union Station in Louisville, Ky., will be acquired and renovated for public use by the Transit Authority of Louisville and Jefferson County under a Federal grant from the Department of Transportation.

A $200,000 renovation program is planned at Charlestown, W. Va., for the Amtrak station which has reported an almost-doubling of ridership aboard Amfleet-equipped daily trains to Chicago and Washington. Name of the service has been changed from the *James Whitcomb Riley* to the *Cardinal*, state bird of all six states on the route.

Amtrak, which has operated in Omaha out of a temporary trailer station since 1973, will move into Omaha Union Station after $1 million of station rehabilitation and track work.

WE ENJOYED reading a new paperback book, *Speaking of Union Station*, subtitled *An Oral History of a Nashville Landmark*, edited by Deborah Cooney, 122 pages, 9 x 6 inches, illustrated with photos. It is the product of a trust fund to promote and hopefully preserve the famous old station. The book may be had for $4.25 postpaid from Union Station Trust Fund, % Miss McClure, Commerce Union Bank, Nashville, Tenn. 37239. It consists of recollections, impressions, and anecdotes transcribed from over 100 nostalgic interviews. ●

Railfan Publications

THE LATEST publications of the Railroadians of America are *The Next Station Will Be . . . An Album of Photographs of Railroad Depots in 1910* (on the N.Y., Susquehanna & Western and the Wilkes-Barre Eastern) and a paperbacked booklet, *Train Sheet*, featuring "An Engineer's Reverie," by Ed Lohr.

The album has a semi-stiff cover, 46 pages of fine coated stock, 11x84", and 44 beautiful full-page photos, a map, a profile of track elevations, and a history. Its pix are atmospheric, quaintly old-fashioned, well reproduced, and never before published. J.E. Bailey made them all. The Erie, which then owned the shortlines, had commissioned him to photographically record each of the lines' passenger stations.

The book may be had for $4.50 postpaid from Warren B. Crater (vice president of the Railroadians, retired CNJ engineer, and one of our *Interesting Railfans)*, 270 W. Colfax Ave., Roselle Park, N.J. 07204. The *Train Sheet* has 16 pages, 8½x11", is well illustrated with photos, and costs $1 postpaid. In it, Ed Lohr tells about his great days as a CNJ steam engineer.

FIRST 1978 railphoto calendar we've seen comes from Chesapeake & Ohio Historical Society, P.O. Box 417, Alderson, W. Va. 24910. As hung up, its 13 double-pages measure 11x17", with a big C&O steam or diesel train photo on each. Events in the road's history appear on several days each month. Also, C&O and C&OHS histories are given. Price: $3 second class mail, $3.50 first class. (Other 1978 calendars are announced in our *Switch List*, but we haven't seen them yet.) ●

Union Pacific Railroad

Want to Buy a Locomotive for $639,000?

Like the private automobile, the price of new locomotives is going up. New models like these for 1978 are averaging $639,000 per unit. Union Pacific Railroad has just ordered 100 new locomotives for delivery next year as part of its 1978 equipment program. Total cost—$63.9 million. The 1978 order consists of 94 units rated at 3000 hp each and six new experimentals with a rating of 3500 hp each. They are scheduled for delivery during the first half of next year. The three locomotives pictured above are part of the road's 1977 engine program that is adding 90 new units to the company's fleet at a cost of $52.1 million. One wonders what Gen. Grenville Dodge and some of the other early UP men would think if they could slip into our era and compare locomotive losts.

TRACKSIDE in the Diesel Age

With Jim Edmonston

Jim at home on Penn Central 2873.
Mike Weber, 938 Ligonio, Cincinnati, Ohio

NORFOLK & WESTERN wants to initiate a colorful paint scheme, according to persistent rumors, replacing that awful black and white. For some reason, N&W's paint and decal work seems to weather poorly. Many units are running with no nose decals, simply a round circle where the logo was. Even the very simple "NW" decals (and paint, too) have been seen fading off. Also, as often happens, repainted units of a former road show their original paint as the overcoast fades off. Lots of ex-NKP stripers have been reported on N&W lately.

More power to the big road! hope they decide on a "classic" scheme, not some modern art or circus colors. As the risk of being un-original, how about the old Erie Lackawanna scheme, which many think is the best ever seen on an entire diesel fleet?

Also rumored on the N&W is the inauguration of a Roanoke-Decatur (Illinois) turn using the ex-Conrail Richmond branch out of Cincinnati. This train, westbound RD-1, possibly will begin running before you read these words. The line is, or was, served by an every-other-day local. This will be an historic first for N&W, which lost valuable westbound traffic by being dead-ended at Cincinnati. Also in the wind is a unit coal schedule to Chicago, competing with Conrail.

TEXAS NEWS is heavy this month. For example, Charles Hunter, 1701 Bluebonnet St., Denison, Texas 75020, says the SP in his city still gets quite a lot of pool power in off the SCL, L&N N&W, and Conrail. The Katy is continuing to use F-units there, although the F roster now, like the waning days in the "September Song," is down to a final few. Still left on MKT are A's numbered 70-A, 72-C, and 78-C also B's numbered 75-E and 75-F, and No. 401-B, a B unit converted from a cab. Gainseville, Texas, sees quite a lot of ATSF activity, with leasers from Chicago & North Western and Canadian National and many F units pounding the rails. F-78 No. 364-A showed up there, still in her silver, red, and yellow "war bonnet" paint scheme.

Missouri Pacific in Denison must be short of power, as they are dragging out locos long stored, some still lettered for T&P, such as GP-7 No. 116. Some MP trains have problems dragging up the hill into the MKT's Ray Yard, requiring Katy to send a helper, which has been re-powered by EMD Alco RS-3 No. 146. The Katy also still has some repowered Baldwin DS-4-4-10's, numbered 22-32.

Michael A. Beene, 5113 North Mesa, Apt. B-213, El Paso, Texas 79912, reports that Southern Pacific does its switching in El Paso with SW-1500's, with both SP and Cotton Belt SD-45T-2's, SP SD-40T-2's, SD-45's, and a few GE U-33C's as the main freight power. Burlington Northern SD-40-2 No. 6800 and a radio-control car are still on loan to Southern Pacific for tests and can be seen in El Paso on occasion. Pool power getting in includes Conrail GP-35's, Chessie System GP-40-2's, and some older B&O GP-35's.

Missouri Pacific uses GP-35's as switchers in El Paso, with SD-40-2's the main freight power out of there. Santa Fe does its shunting with GP-9's, using SD-39's, U-23C's, and SD-26's (ATSF-rebuilt SD-24's) on freights out to Belen, New Mexico. Mike Beene says that "Triangle Pacific," seen on a boxcar by photographer-author Wm. T. Morgan is probably a privately-owned car belonging to Triangle Pacific Lumber. (Bill Morgan is now in chilly Antarctica and New Zealand again. He won't see many diesels in Antarctica!)

From Cleburne, Texas, the Santa Fe was written up by UPI news service for hiring three women in the big loco and

Burlington Northern photograph

Burlington Northern No. 4064 rolls out of paint shop at Spokane, Wash., looking new, despite having traveled an estimated 2 million miles in 24 years of service. It was last of 1,709 pre-BN engines to be repainted.

The new SPV-2000 all-purpose passenger railcar, capable of speeds from 100 to 120 mph, will soon be road-tested in the Philadelphia metropolitan area of the Budd Co. It is designed to provide comfortable, reliable, high-speed service for commuters and inter-city passengers. Low operating costs and energy conservation were guidelines for the SPV-2000's basic design. Fuel-efficient, standard diesel truck engines will provide the power. Super-charged versions of the same engine will be used for highspeed versions. Model of completed car is shown in the lower photograph.

car rebuilding shops. ATSF employs 1000 here, but only two females have been on the job since World War II. One of these is Leola Anderson, who started at Cleburne in 1945 and is now a car department foreman. A Federal Railroad Administration inspector said he'd never seen loco cabs as clean as those in Cleburne.

SANTA FE BRAKEMAN R.J. McKay, P.O. Box 246, Bartlett, Texas 76511, wants to subscribe to the *Locomotive Engineer*. A good idea! Every railroad operating office, roundhouse, railroad boarding-house, and railroad "Y" should keep the latest issue of the *Locomotive Engineer* on hand. It is published weekly except for four issues coinciding with holidays. Members of the Brotherhood of Locomotive Engineers get it free. For non-members the price is 10¢ a copy, $4.50 a year. Published at BLE Bldg, 1365 Ontario St., Cleveland, Ohio 44114. Its associate editor, Richard J. Cook, an outstanding photographer, was written up as an *Interesting Railfan* in the Nov. '76 issue of *Railroad Magazine*.

ACCORDING to D. Lineberry, 1017 Don Diego Ave., Santa Fe, N.J., Canadian National SD-40 No. 5054 (5154 temporarily) was used recently on a weed-spraying train out of Santa Fe, which seems like a mundane assignment for a 3000-hp unit you are paying rent for.

CRITICALLY INJURED by falling from a horse and hitting a tree, Jennifer Mandell, age 9, was lifted unconscious from a remote quagmire in the Forest Park section of New York City. A policeman flagged Long Island Rail Road engine and told its engineer, Vincent Bianco, to take her 1½ miles to an ambulance waiting at a park playground. The ambulance could not drive to the accident scene through a wooded section of the riding trail.

Jennifer had been out with a camp group. While several companions stayed with her, the camp counselor rode rapidly to the nearest phone to call the police. One of the three cops who showed up went to a railroad spur about 20 yards distant and waved down a passing locomotive on its way to Long Island City for the evening commuter rush. Lifted gently into the cab, Jennifer was made as comfortable as possible and taken to the ambulance. Latest report from Jamaica Hospital has her condition still critical. We do not know the diesel's number or type.

DELIVERY began in September on Family Lines' order of 50 new diesel locos and 900 new hopper cars, total cost being nearly $25 million. GM is building the locos at McCook, Illinois. Thirty of these units will be 3,000-hp. road-service models to power fast through freights and unit trains which FL operates in its Southeast and Midwest territory. Eight of these 30 will be specially equipped "Locotrol" units to be controlled from lead unit while operating in mid-train.

The other 20 units will be 1,500-hp general-purpose units which can be used effectively in either yard or road service.

GORDON BRANDVOLD, 115 18th St., Devils Lake, N.D. 58301, covered a lot of country since his last report. For example, in Livingston, Mont. on 8/11 he learned that the Burlington Northern shops produced primarily U-30C's and U-33C's. The ex-NP line to Gardiner, Mont., which used to be the northern entrance to Yellowstone Park, has been torn up. At St. Anthony, Idaho, that day Gordon saw Union Pacific GP-9's Nos. 150-151 working a wood chip plant on the Idaho Falls line And on 8/15, at the UP yard in Nampa, Idaho, he counted four SW-7, one SW-9, two GP-9's, one GP-9B, two SD-24B's, two GP-30's, one SD-40, one SD-40-2, and five of the 1975-built GP-38-2's. This does not include units in the house, most of which were switchers.

Then on 8/16, Gordon spotted a Milwaukee MP-15AC at Missoula, and the next day he watched Amtrak No. 7 go through Havre, Mont., behind SDP-40F's 536 and 573. Also in Havre he spotted Burlington Northern F-7A No. 602. The BN seems to have a great number of retired freight cars sitting on sidings throughout its territory, cars of all types with numbers whitelined. BN mainline freights between

Fiat self-propelled diesel-powered commuter railroad car No. 920.

Malta, Mont., and Minot, N.D., were numerous and traveling fast.

At Aberdeen, S.D., Gordon found on Aug. 23 Milwaukee FP-45 No. 4 an SD-45, plus SD-40-2 No. 209. Then at Huron, S.D., on the C&NW, home of the elusive Alcos, he ventured into an area which is rather unfriendly for railfans due to the influx of irresponsible buffs too eager to shoot the locos, with now and then some clod trying to steal "souvenirs." Gordon says that the C&NW Alcos he saw on 8/24 are living on very limited time. C-425 No. 401 went east with 64 cars, a slug unit, and SD-9 No. 6620. A little later, an RS-3 was moving a cut of hoppers east of town and RS-2 No. 54 was assigned to the city switching chores that day.

In the engine terminal our correspondent spotted RSD-4 No. 1619 and RSD-5 No. 1684, slug BU-40, No. 405, and the RS-11 No. 1624, which looked as though it were through operating. C-425 404 was on a house lead.

A SELF-PROPELLED lightweight commuter railcar, manufactured by Fiat S.p.A. of Italy, is being passenger-service tested for about three months by the regional transportation Authority. The diesel-powered commuter unit arrived in Chicago after being successfully passenger-service tested for about a year by the Massachusetts Bay Transportation Authority in the Boston metropolitan area. This unit, now on lease to RTA, is 30 percent lighter than similar passenger railway equipment currently available from U.S. manufacturers. Other advantages offered by the Fiat railway car are said to include lower initial cost, reduced cost of operation, and capability of use over weight-restricted bridges.

Swedish State Railways has awarded Fiat S.p.A. a contract for building 100 such units. Fiat rolling stock may be currently found operating in no fewer than 30 countries, particularly in Latin America.

JIM SHAW, 1005 N. Second Ave., Wausau, Wisc. 54401, is a displaced New Yorker who welcomes the chance to view diesels after a lifetime of Pennsy electrics. In Wausau, Wisc., he sees the C&NW and Milwaukee, which use older GP-7's and GP-9's, with a chop-nose GP-38 once in a while on C&NW and a GP-15 or two. Milwaukee also uses GP-39-2's, and lately some U-23's in the 5000 series have been moved into town. Down in Stevens Point, Wisc., the SOO has a great variety of EMD power (GP-30, GP-40, SD-40, older Greeps) and some U-25B's. Likewise F units in both F-3 and F-7 modles.

On 9/13 Jim saw a SOO freight in Stevens Point with a SOO GP-38 and two DMIR SD-9's trailing. He has clocked SOO freights at 65 mph on the main. Another road which moves quickly, although running very few trains, is the Green Bay & Western, still all-Alco. Milwaukee Road still operates many F units out of Green Bay, Wisc., while C&NW still has some Alcos in town. It seems like Green Bay would be a good place to visit for older diesel units.

MOPAC NEWS for Aug.-Sept. features articles on Missouri Pacific's fuel usage. We mentioned Union Pacific's "little black box" fuel miser in a previous issue. MoPac now has the "Fuel Saver Switch" in operation. MoPac experimented with the device for two years before finding it effective. It works the same as the UP box; the engineer can cut out unused units and cut them back in when needed.

MoPac also is getting tough on fuel spillage; 150,000 gallons a month by overfills, hose leaks, etc. There is a campaign on to reduce this waste. Here's an interesting fact: MoPac figures that one drop of diesel fuel can pull a 100-ten freight car eight inches.

CANADIAN DOINGS. CP Rail RS-3 No. 8426 and RS-10s No. 8573 are temporarily out of service, due to engine repairs. No. 4744, CP's lone M-640, was fire-damaged on Aug. 10th in Toronto and at latest reports was in Angus Shop for repairs. FP-7A No. 4037, used in a "Superman" (TV) sequence, was painted yellow, black, and red for the shooting.

Dominion Atlantic Ry, sent No. 8143 to Montreal for repair and 8137 was returned to them. Watch for boxcars lettered Esquimalt & Nainaimo. CP is lettering them now. To replace No. 8426 and 8573, mentioned as being lost, CP will re-activate FP-7 4061 and F-7B 4432. Britain's Queen Elizabeth, enroute to the Prime Minister's summer retreat on Barrington Lake, rode behind 4-6-2 No. 1201 from Ottawa to Wakefield on Oct. 16th. No. 3716 (2-8-0) was moved to Armstrong, B.C.,

for use of the B.C. Museum Train; she worked Train 91 south out of Revelstoke in late August.

CP Rail is getting Precision National GP-7's again. So far the CP numbers are 531, 537, 576, 599, 545, 562, 570, 4204, and 4206. No doubt CP will renumber these last so as to avoid conflicts. The FP-7's and RS-23's, stored in July, are back at work. MLW S-3 No. 6500 has been leased to the Aroostook Valley. The Angus Shops chopped the nose of GP-9 8619, the fifth unit CP Rail has modified.

Canadian National has received units 4333, 4337, 4338, 4349, and 4543 back from the Northern Alberta Ry. The British Columbia Ry. returned 3203 and 3218, but still has an CN units. The strike at Montreal Loco Works is over; and there are rumors that United Railway Supply Co., a used loco dealer and leaser, will move to the CV roundhouse in White River Junction, Vermont.

CONRAIL NEWS finds a track problem at Brookpark, Ohio, just east of the Rapid Transit station. Al Shade says trains rock and sway very badly through there. New ballast and rails are in but the roadbed itself is very soft and needs a complete reworking. The ore strike has caused the "Mingo monsters" (six-axle Alco Centuries and U-beats) to roam the mainlines. On 9/10 Al spotted No. 6764 (C-630, ex-Reading 5311) on BM-7 bound for St. Louis. The U-30B 2877 is just out of Collinwood in shiny new blue, F-7 #1733 is rumored also to be blue.

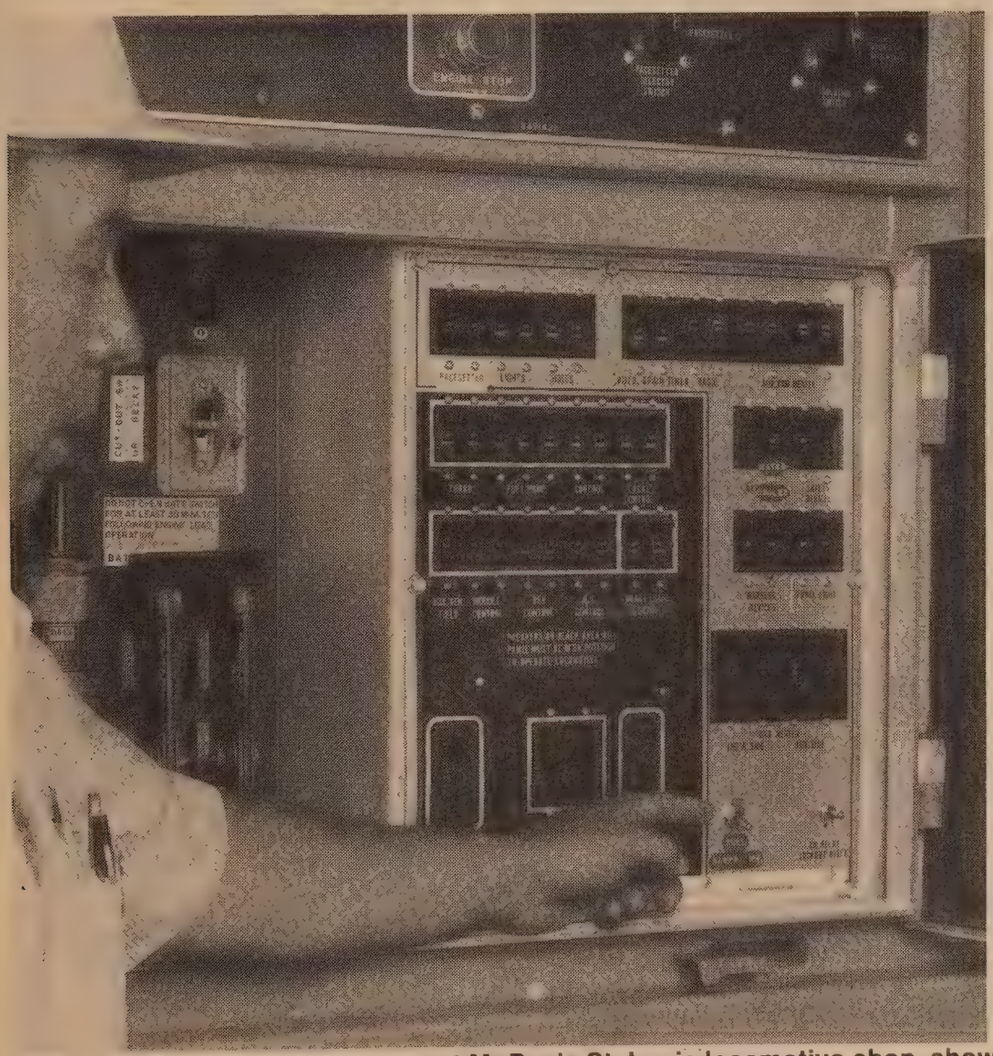
All stored power that had been lined up under the 152 Street Bridge in Cleveland is gone, either repaired or scrapped. Conrail is still power-short. Some ponderous trains are resulting. On 9/5 our correspondent saw BRC-75 with 2729-6676-8117 and better than 200 cars, And on 9/8 he spotted two GP-40's and a GP-35 with more than 200, mostly empty reefers, struggling west past 117th Street. Al's reports show lessening of "foreign" power, with but two Precision loasers breaking the lineup of Conrail-PC locomotives.

In Toledo, the once-busy Airline Yards (NYC) have been reduced to local status, with Stanley Yards doing all the servicing and mainlike classification. Units seen here on 8/23 were all PC-Conrail, except for Canadian National 5586. A bunch of F-7's still work out of Stanley. On 9/11 Al spotted BSCX 201, "Bethgon Coalporter" (see page 24, September '77 *Railroad)* on CE-5. Another new car is City of Prineville (Oregon) Railroad box in bright orange and black. This is a city-owned railroad. I myself saw boxcars from the, Camino, Placerville & Lake Tahoe and the Terminal Ry, Alabama State Docks.

IN THE EAST, Jerry Rosenfeld reports some interesting locos: PNC GP-9's Nos. 960 and 980, both seen 8/29; and RS-32 No 2026, a rare model. Also U-36B No. 2974 (ex-AT 4016) and the wrecked U25C 6514 and SDP-45 6672. Both of these are being repaired at Elizabethport Shops.

Jerry says that Boston MBTA has purchased the four ex-ATSF PA-1's from Delaware & Hudson, and will use them to haul commuters between Boston and Providence, on the route once travelled by New Haven PA's. Boston MBTA colors are silver and lavender. Also, the New Jersey Dept. of Transportation is rebuilding (GE at North Bergen, N.J., doing the work) Penn Central E-8 No. 4257 and two Budd coaches (1512-1515) for New York & Long Branch service.

NORMAN PERRIN, 4523 Arabia Ave., Baltimore, Md. 21214 reports that E-33 No. 4608 is now in Conrail blue, as is 4605. B-Centennial GG-1 No. 4800 is also Conrail blue, but its memorial plaque reading "Built 1934" is still affixed. Thomas G. Hughes Jr., 612 Ridge Avenue, Pottsville, Pa. 17901, who also saw 4800 in blue, wants to know if Conrail will repaint all its Bi-Cens? ATSF has; all five locos are now back in standard freight scheme.



Mike Reichert, general foreman at MoPac's St. Louis locomotive shop, shows the fuel-saver switch that's been installed in 450 MP engines.

Pennsy Electrics

ALL OF US are familiar with the unfortunate circumstance of being upstaged by the more dashing fellow, or a feeling of being "born too late," etc. In the world of locomotives, the all-time champ for playing second fiddle was the Pennsylvania Railroad's P-5 electric. These locos were the result of many tests and experiments. Altoona was searching for the right loco to operate under the new catenary, installed in the depths of the Depression.

In 1931, Pennsy was involved with

Central California Traction Company Alco locomotives 40 and 41 sit out a hot afternoon at the company's Stockton, Calif., engine house. The sharp curves are testimony to the traction equipment which once frequented the same tracks. Photographer Bob Hogan shot this scene in August, 1969.

Robert L. Hogan, 2250 Pelham Pl., Oakland, Calif.

the 0-1, a 2-B-2 boxcab, for light passenger work. The P-5, almost a twin to the 0-1 but with 2-C-2 arrangement and 10 feet longer, was planned for medium to heavy passenger work. The L-6, also a carbon-copy boxcab, but with 1-D-1 arragement, for freight. Problem was, the L-6 proved too light for the job. Of these three locos, the P-5 design emerged as the best.

In 1931, test units 7898 and 7899 rolled out of Altoona. A prompt success, they were soon changed from "experimental" numbers to 4700-4791, the first and last of a planned 92-unit fleet. These two were classed P-5. Production models would get improvements, with larger traction motor blowers, and their class became P-5a. They weighed 392,000 lbs. and were rated at 3750 hp.

With passenger gearing of 31.91, they were capable of 90 mph top speed and exerted 23,350 lbs. of continuous tractive effort at 63 mph. They were 62 feet, 8 inches over couplers. Altoona built the first two, Westinghouse the next 55, General Electric the next 25, and Altoona the last 11. No differences could be told between builders.

The boxcarb design, after a tragic accident involving a truck on a New Jersey crossing, suddenly became anathema. The engine crew was too vulnerable, sitting right up there behind a pane of glass. In case of accident, they were the first ones on the scene, so to speak. A new design,

Three P-5a "modifieds" on a heavy drag out of Potomac Yard, Va., in '55.

Pennsy P-5a boxcab 4723 at Potomac Yard, Va., in August, 1954.
Jim Edmonston photograph

featuring a center cab and streamlined styling, was adopted in 1935. This styling followed very closely the "new thinking" which was adopted for the famous GG-1.

Other models to get the GG-1 styling were the R-1 2-D-2 and the DD-2, 2-B-B-2, the last try at a truly dual-service machine. These "modified" P-5a's were 4743-4754, 4770, and 4775-4790. Boxcabs were P-5's 4700 and 4791, P-5a's 4701-4742, 4755-4769, and 4771-4774. Although the two styles were almost worlds apart in looks, PRR saw no reason to change the class. The modifieds were 2000 pounds heavier, but everything else was considered the same.

One unit, the 4702, was pulled out and given traction motors on her pony trucks, both ends, making her much heavier, due to need for blowers, etc., and giving her a huge starting tractive effort of 80,000 lbs. She was rated at 5300 h.p and weighted 444,700. Her class was changed to P-5b. She carried eight extra air intakes on her lower flanks and had her air cylinders outside her truck frames. Otherwise, she was "just another boxcab." She was modified with the motors in 1937, but proved to be not worth repeating, so 4702 remained the sole P-5b.

When the "modifieds" were built, they were true dual-service locos with steam boilers and shared passenger runs with the GG-1's. But the boxcabs went to the freight pool to fill the void left by the stillborn L-6's. The GG-1 soon took over almost all passenger runs, with all P-5a's assigned to freight. This is why I say the locos, good as they were, played second fiddle. They worked day and night for 35 years and very few people noticed them, while GG-1 stole the thunder.

True, the boxcab version was ugly, and the "junior GG-1's," as we called them, couldn't hold a candle to the Loewy beauty of the real thing. But these unremarked powerhouses were the backbone of the freight fleet until the advent of the E-44's. The GG-1's were used on freight, too, and their numbers increased as the P-5a's were retired. But the P-5's didn't really get a challenge until 1951 when General Electric and Westinghouse experimental E-2's and E-3's came. The technology in these units gave rise to the E-44, present lord of the electrified freight routes.

It was the idea to run the P-5a's in two units, one box and one centercab, so the engine crew would have protection at least in one direction. This did not always work out. It is interesting to note that the "modified" units were scrapped ahead of the boxes. The steam boilers in the "modifieds" were removed and replaced with concrete blocks in the 1940's, another sure sign that the GG-1 was here to stay.

The main problem with the P-5a in passenger service was their problem with extra-heavy, fast trains. They could not keep the schedules, which was the reason for the GG-1. But they were brutes with the 25/95 freight gearing. This allowed 70 mph and raised the tractive effort to 28,700 lbs. at 49 mph. Two and three units were used on freights, and three of them could handle any train that Pennsy could assemble.

I grew up with these locos, being six years younger than most of them, and watched them move freight in my then home town of Washington, D.C. They rolled in and out of Potomac Yard in droves. I have seen three of them walk effortlessly up the hill to Virginia Tower in Washington with 175 reefers of Florida citrus time after time. All you heard was the hum of power, the whine of the blower, the popping sound made as the engineer "notched her out."

In Potomac Yard, Va., where I worked in 1954-55, they called the boxcabs "flat-tops" and the centercabs "baby carriages." They were favorites with the crews. But the E-44 took its toll. In April of 1963 twenty-seven units were left out of 92. The only one saved was the first, P-5 No. 4700, which you can see at the National Museum of Transport in St. Louis. She's a boxcab.

CONTINUE sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. Merry Christmas or happy Jewish holidays. ●

PRR P-5a "modified" hauls "clocker" thru Trenton, N.J., in July, 1937.

HOBBY CLUB

conducted by Sy Reich

It was cold with heavy snow flurries in the air on that day in January, 1967, when Canadian National's railfan favorite 6218 made this photo run-by on roundtrip, Toronto to Barrie, Ont. Good pix were made on trip.

Peter Jensen, Box 259, Montclair, N.J.

THE AVERAGE camera-ladden railfan—which usually are most shutterbug artists—prefers to shoot his "greatest" scenes under sunny skies. The very sight of clouds or a threat of snow or rain sends him into a tirade that would make Attila the Hun blush. But why not go after good photography in bad weather?

Bad weather is often the right time to try something different from run-of-the-mill piz. Fog, snow, rain, or wind could add a mood to your pictures and turn an ordinary shot into a great one. Many people are reluctant to shoot pix in a fog. Actually, a fog could give you an unusual picture by wiping out an unnecessary distracting background and adding an illusion of greater distance. As the fog starts to lift over a right-of-way and the sun shines through, it will become highly diffused and produce a warm soft light that is most attractive in pictures.

One of the problems of shooting under these conditions is that many railfans will not believe their light meters. For the non-believers this creates over-exposure and a washed-out colorless transparency or a blocked-up black and white neg. Another problem is that fog-diffused light is often highly ultra-violet which gives a blue tinge to your color film. This same light causes bad sunburns if you are exposed too long on the beach in summer on what appears to be a cloudy day. It happened to me a few summers back on Nantucket. The answer , of course, is to use a UV filter, or skylight filter, that will reduce the bluish haze without compensation or losing an F/stop or an increase in exposure.

In rainy or snowy weather you naturally have to protect your camera, but don't baby it. Carry it under your raincoat, jacket, or whatever, but don't be afraid to use it in the snow or rain. Try a lens hood. After taking your pix it is wise to clean the camera, being sure to remove all moisture from the working parts. Some of the best shots I've seen were taken during snowstorms on the narrow-gage East Broad Top at Orbisonia, Pa., or just outside CP's Banff, Alta., station, or showing smoke and steam on Cumbres & Toltec Scenic in Colorado and New Mexico, or Espee cab-forward blasting through the Sierra Nevada mountains, or the Central Vermont 106 in a driving northeast snowstorm of the 1930s at the Palmer, Mass., depot, taken with a Kodak 122. They were all unusually good despite the climatic conditions. Try it; you'll see what I mean.

IT'S ALWAYS NICE to hear from one of the paragons of Rocky Mountain railfandom, Bill Jones of Intermountain-NRHS. Bill writes that ceremonies will be held at the East Portal of Moffat Tunnel during a special stop of D&RGW's *Riot Grande Zephyr* on Saturday morning, Feb. 25, 1978. A 50-year time capsule will be opened, and then the train will continue westward to Glenwood Springs, Grand Junction, and Salt Lake City. Events aboard the train enroute will include a one-day Railway Post Office, special dinner menus, publication of a booklet on the tunnel's history by the Colorado Railroad Museum and a party to celebrate the anniversary.

Officials of the Moffat Tunnel Commission, the Denver & Rio Grande Western, and the National Railway Historical Society will take part in these events. The public is invited to ride the train. Details from Robert Brown, Passenger Agent, Intermountain-NRHS, P.O. Box 5181, Terminal Annex, Denver, Colo. 80217. SSE requested.

THIS LETTER from William Russo, Chief of Police, Mahwah, N.J., should be taken seriously. I hope that publishing it will help to track down the thieves. "On Sept. 4, 1977," he writes, "a report of a burglary at the Mahwah Historical Society 'caboose' was received by our department. A detailed model of a railroad business car with the name Brooklyn Eastern District Terminal Railway inscribed on its side was stolen. Other items stolen are as follows: Two Currier & Ives railroad pictures (framed), four electrified railroad lanterns, one Erie R.R. conductor's hat and jacket, one framed display of railroad tickets dating from 1932-1965 bearing the name, "H. Havemeyer" (32 tickets); a felt strip with 50 Erie gold jacket buttons and one gold medallion, Brotherhood of Railroad Trainmen. Anyone having any information regarding this property should contact the Mahway Police Department, 221 Franklin Tnpk., Mahwah, N.J. 07430, (201) 529-1000."

Here's a little background on the business car. It seems that Henry O. Havemeyer, Jr., assistant to the BEDT president, won a silver cup with his model of the car at an exhibition of the New York Society of Model Engineers. It had taken 14 months of his spare time to make the model, which is 41½" long, 5½" wide, and 7½" high. It is built with ribs, double walls, and individual panes of glass. A fish-belly underframe is used, with all boxes, tanks and piping included. The trucks have roller-bearing boxes.

The interior is divided into a lounge, two bedrooms fitted with brass beds and separated by a shower bath, a dining room, a secretary's room, a porter's room, and a kitchen. The interior finish is jade green Duco, with flowered designs on the walls. All the rooms are fitted with the proper equipment; the dining room table is set with proper silverware, while a silver service adorns the sideboard. Electric lights illuminate all the rooms and observation platform.

There's been just too much thievery and vandalism in railfan surroundings. Maybe our hobby guys aren't involved. I hope not. But if they are, let's throw the book at them.

FRED STINDT'S Railway & Locomotive Historical Society, Pacific Coast Chapter, newsletter reports that Stephen Drew, member and also curator of the Old Sacramento Museum project, says that $6.5 million in additional money for the California State Railroad Museum project, the History Building, has been approved. This, with the bond issue of $5 million, should give the museum building $11.5 million for its construction and display of historical railroad equipment and artifacts. The working drawings are due to be finished by the end of this year. Foundation work should start in January with the completion date in January, 1980. The Engineering Building also has been funded and due for completion one year later.

To Fred's great joy, it is now the intent to have the Northwestern Pacific No. 112 as a workable engine appearing in the style when the Russian Branch excursion trains used it in the late 1920s and early 1930s that Fred has written books about. Plans are to have steam train service on the SP Walnut Grove branch as far as Hood, where a wye is located.

The Park and Recreation Dept. has bought a 19th century SP business car that at one time was a coach and converted to business car status. All this is good news. For many years the Chapter has obtained railroad historical equipment and through many areas of "rought track" has kept the collection together and was able to do restoration work within its budget.

IT'S "HOWDY" to Roger Mead, ed of Old North State-NRHS's newsletter *The Switchlist*, and all the rest of the gang at Old North State, formerly Warren County down Tarheel way. Also welcome aboard to the NRHS register: Don Yozzo and Utica and Mohawk Valley; Dan Morgan, Rio Grande; and Tom Biery and Western Maryland.

The big NRHS Roanoke convention of a few months back was one of the finest yet. Long, hard work in those months leading to the gathering of the clan paid off for all the boys and girls of the Roanoke Chapter. Some 950 from 34 states registrated for various events. Steam action was provided by Southern engines 610 and 4501, with contemporary and vintage diesel engines helping on short runs and through the mountain grades. The latter included Norfolk & Western star-spangled No. 1776.

Featured speakers at the banquet were John P. Fishwick, N & W president, and NRHS prexyV. Allan Vaughn. The Pacific Northwest 1978 convention was kicked off in great fashion by Veep Ed Berntsen in a lottery that had North Star Chapter Director Bob Macnie winning a fresh salmon and Willard Thomas of St. Louis-NRHS picking up a Douglas fir seedling.

The 1977 railfan directory of NRHS is still available. Originally issued in 1974, the Overland Chapter has updated this publication to include railmotif restaurants and lounges. The 40-page directory, which includes clubs, tourist lines, and magazines, in the U.S. and Canada, may be had for $1.50 from the Overland Chapter-NRHS, 320 Wisconsin 511, Oak Park, Ill. 60302.

PACIFIC COAST BRANCH of the Canadian Railroad Historical Assn. needs writers. Mike Green, president, wonders who has data to publish on he various industrial lines around Vancouver. If the answer is long, let's make up a Railguide; if short, let's put it in a note to the Editor. Mike also wants news on: Hooker Chemicals, National Harbours Board, Vancouver Wharves,, and Neptune Terminals, their lines and their locos. How about good pix of the CP's Drake Street roundhouse, the CN depot, and the CN shops at Port Mann? If you have good articles and/or photos on these subjects contact Mike Green, PCB, CRHA, P.O. Box 1006, Station A, Vancouver, B.C. V6C 2PI, Canada, or the Editor of *The Sandhouse*, the club newsletter.

ROAMING EASTWARD across Canada to Ontario and Quebec, we hope that Upper Canada Railway Society and St. Lawrence Valley Ry. Society had large turnouts for their October trips. We regret we couldn't mention either one because the news arrived too late for publication. We have to work several months in advance. By the time we got a note from Peter Oehm, presiden of UCRS, telling about their trip to Gravenhurst Centennial celebration behind 6060, and

Photograph by Fred Clark, Jr.

Besides trains and engines, why not take a human-interest shot once in a while? A weary rail-rider here gazes down lonely track at Tampa, Florida.

the SLVRS Autumn foliage trip announcement arrived, it was too late.

Please, everyone, don't shoot the piano player when you fail to see any mention of your trip. He's doing the best he can, and so are we. Send us your trip announcements as soon as you can. We don't want to leave anyone out of *Coming Events*.

HOW MANY of Amtrak's new posters are left, I don't know. An original run of 2,000 was printed, so I suspect you aren't too late. The poster is an imaginative blend of the past, present, and future Victorian typography and pictures of Amtrak's latest equipment in a setting of the past. Designed by John Muller and produced by David Pesanelli, Inc., this is one of Amtrak's best posters. Orders for a poster, accompanied by a check for $7.50, plus state and local sales tax, if any, should be sent to: Western Folder, Inc., Box 311, 850 W. Fullerton Ave., Addison, Ill. 60101

JOE THOMPSON, ed of Mohawk & Hduson-NRHS's newsletter *Callboard*, recently came up with a quaint one. On March 23, 1880, the Northern Railroad Department of the Delaware & Hudson Canal Co. did a bit of local business, presumably at a profit, moving the household goods of a certain gentleman from Glen Falls to Ford Edward, N.Y.: 1 bedstead; 2 tables; 2 rockers; 4 chairs; 1 bureau and glass frame; 1 bundle of bedding; 2 rolls of carpet; 1 roll of oilcloth; 1 stove; 1 washtub; 2 barrels; 1 bundle of pails; 1 bundle of pipe; 1 bundle of "brkts." Total weight: 1000 lbs., total charge: 70fl. The bill has been donated to the chapter by the gentleman's granddaughter Dorothea Lewis of Tempe, Ariz., where it should get good visibility play in the D & H heartland. •

BOOKS of the RAILS

by Gorton T.H. Wilbur

THE GRAND TRUNK WESTERN RAILROAD, by Patrick C. Dorin, 174 pages, 8½×11", hardbound, photos, steam, diesel, and passenger car rosters, timetables, maps, Superior Publishing Co., $14.95. (Available from Railroad Magazine Book Service.)

We had all but given up on anything ever being done on this road. Now, thanks to Pat Dorin, the GTW has its day on glossy stock. It's a good book, too. The legend on the dust jacket is quite accurate in saying that ever since the forerunners of the Grand Trunk rolled into the U.S. from Canada in 1844 by acquiring the tiny Detroit & Pontiac line, the very name Grand Trunk has appealed to railfans on both sides of the border. I'm one of them. Having been born in New London, Conn., on the southern end of the Central Vermont, which had been under the aegis of the GT.

Rail historians know that through many acquisitions and extensions of trackage, the GT became a huge rail network with passenger, commuter, freight, and mixed trains. The entire line became a major part of the Canadian National in 1923, with U.S. routes being treated as separate companies. In his latest rail book, Patrick Dorin traces the GTW's early history, motive power, and trains. He also includes rosters, timetables, maps, and profiles of GT personages. His photos from the collections of such stalwarts as Harold K. Vollrath, William J. Miller, William A. Raia, the late Elmer Treloar, and John Kuehl, among others, are real gems.

Says author Dorin; "The purpose of this book is to provide a pictorial review of the motive power, trains, and train services as well as captive history of the early development of the Grand Trunk in the U.S. There are a few instances of photos that have been used previously. This was due to an absence of other photos of the same subject (passenger equipment) and as it was important that the subject be included, the photos were used.

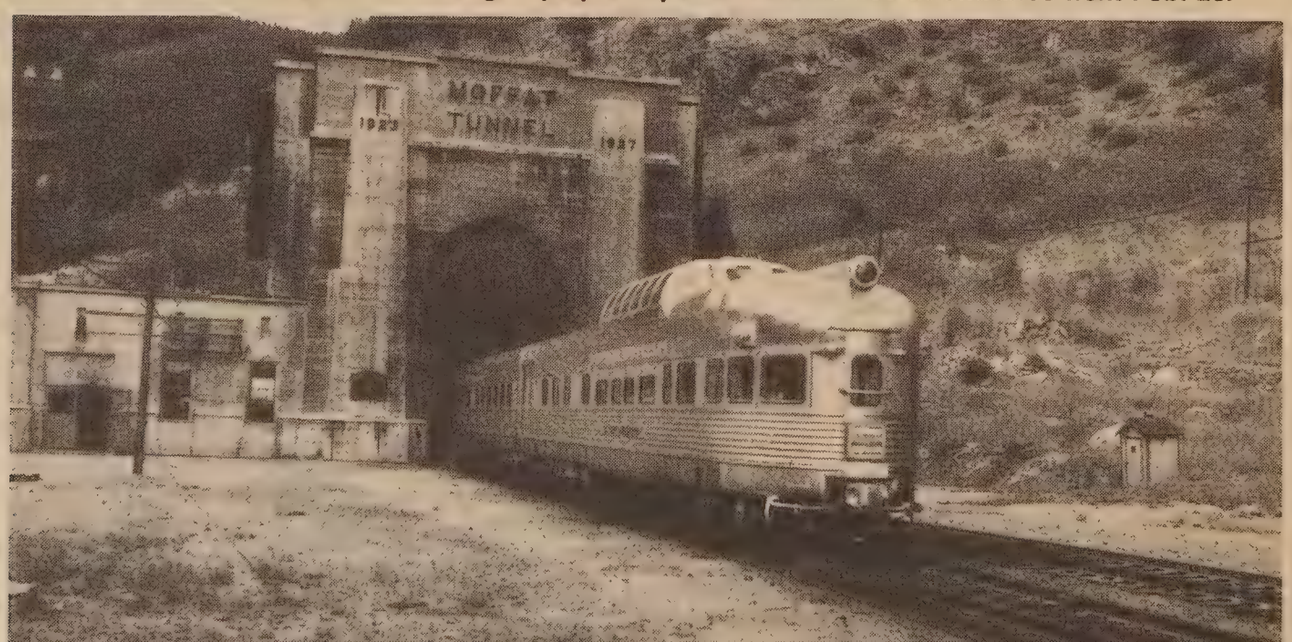
"Grand Trunk Western has been a very distinctive railroad with a Canadian flavor. Ever since the 1920's, the company has been nearly identical with the color schemes and trade marks of the parent company. However, in 1971, that changed. Today we have GTW trains rolling down the track in a distinctive blue set off by red-orange trim and white lettering. It is a sign that the railroad is gearing up for the future, a railway that has one of the finest track structures in the U.S."

THE 50 BEST OF B&O, by Herbert H. Harwood, Jr., 52 pages, 9×12", spiral-bound, photos with captions, Barnard, Roberts & Co., Inc., $10.90. (Available from Railroad Magazine Book Service.)

This is the second in the great B&O photo series put out by its publisher in this the Baltimore & Ohio's fiftieth year. I reviewed the first book, by Howard N. Barr, several months back. This second "50 Best" is from the camera and collection of Herb Harwood, Jr., assistant editor of Railway & Locomotive Historical Society's *Railroad History* and recently appointed to the Board of Directors of R&LHS.

Most of the pix are Herb's but the book contains scattered B&O scenes taken by late H.W. Pontin, W.R. Os-

***California Zephyr* disappears through east portal of Moffat Tunnel a dozen years ago. Intermountain NRHS and other Colorado historical groups plan special ceremonies at entrance next Feb. 25.**



borne, and Ray E. Tobey. Herb has selected mostly steam, but includes early diesels, too, such as old No. 50. His pix are reproduced in b&w on heavy print-quality vellum, one photo per page, one side of sheet only, for the era from the 1930s to the late 1950s.

While Barr's book covered Baltimore, Cumberland, Pittsburgh, Monogahela divisions, Harwood goes heavily on the Midwest. He writes that there weren't any Sand Patches or cranberry grades in northern Ohio, but operations were distinctive and fit the B&O tradition of getting places the hard way. As a bonus with each copy of Herb's book you receive an 8×10" color print of Harlan Hiney's "The 5567 T3b" and two color postcards with envelopes.

TUNNEL 13, by Art Chipman, 159 pages, 6×9", hardbound, pix, maps, text, Pine Cone Publishers, $12.50. (Available from Railroad Magazine Book Service.)

Good rainy night reading. This is the true story of the DeAutremont brothers and the famous train hold-up in the mountains of southern Oregon. On Oct. 11, 1923, three young brothers tried to rob the Southern Pacific's *Shasta Limited*. Four trainmen lost their lives in an unsuccessful attempt to rob the train. Following the brutal debacle, the killers vanished, to be pursued for more than three years in one of the greatest manhunts of all time.

GREENBERG'S PRICE GUIDE TO LIONEL TRAINS, by Bruce C. Greenberg, 95 pages, 8½×11", softbound, photos, text, Crown Publishers, Inc., $4.95. (Available from Railroad Magazine Book Service.)

This book purpose according to the author, is to provide a comprehensive catalog with close-to-current prices of Lionel locomotives and rolling stock in O gage, from 1915 to 1942. Values are provided for each item where sales have been reported. The values indicated are for the most common variety of the items unless otherwise stated.

Bruce Greenberg says he had inquiries as to whether or not a particular price is a good value. This book will help you to determine an item's value. But there is no substitute for experience in the marketplace. The train prices cited are based on those obtained at large East Coast meets during the summer and fall of 1976, so a price change here and there could be very real.

We recommend, says Bruce, that novices do not make major purchases without the aid of friends who have had experience in buying and selling trains. If you are at a train meet and do not know who to ask about a train's value, look for the people running the meet and discuss it with them. Usually they can refer you to an experienced collector who will be willing to examine the piece and offer his opinion.

RAILWAYS OF THE MODERN AGE SINCE 1963, by O.S. Nock, 155 pages, 5¼×7½", hardbound, photos, maps, Macmillan Publishing Co., Inc., $6.95. (Available from Railroad Magazine Book Service.)

O.S. Nock, one of the greatest living authorities on railway history, explodes the myth that railroads are a dying means of transportation. His latest volume—in the Railways of the World in Color series—shows that the period since 1963 has been one of the intense creative and expansive railway activity world-wide. He combines a fact-filled text with 80 pages of full-color illustrations and precise data on specifications and performance to survey the world's railways today. Besides the 107 color pix of engines, trains, and rolling stock, it includes full-color diagrams of routes, rail fastenings, crests, and symbols.

Periodicals and Journals

NATIONAL RAILWAY BULLETIN, edited by Wm. C. Wagner, one of our *Interesting Railfans*, for the National Railway Historical Society, Box 2051, Philadelphia, Pa. 19103. This is Vol. 42, No. 3, the *Society Activities Annual*. Al Derr's cover shot of the three-car NRHS Convention Special on SEPTA's Norristown High speed line on Labor Day '76 sets the pace for club action. It would be quite in keeping with *Railroad's* 100% railfan club record if some clubs would send us photos showing members in action on club projects. No mug shots. Count us in where we can help to publicize your programs.

THE LENSMEN, NOV. '77, edited by *Interesting Railfan* John R. Taibi, Box 300, West Brentwood, N.Y. 11717, 14 pages, softbound, 8½×11", glossy paper with good photos. It's published quarterly for $1.25, annually $4.50, Canada $5.25, overseas $6.75. Same copies and back issues. $1. Contact John for back issues and info concerning photo requirements.

Maybe I'm just a small-town boy, but I like that view, in his latest issue, of MEC's new Independence class GE U18B, on its first trial run up the Notch and over the Mountain Div. leading symbol freight RY-2, into Crawford Notch, N.H., on July 15, 1975. Another *Interesting Railfan*, Ron Johnson of RRE's Portland Div., took the shot with Mamiya RB-67, Plus-X Prof. film 1/400 sec. at F8.

For shear Western railroading drama in Wyoming, Ron Hill caught Union Pacific and two N&W units pulling a 172-car drag on the new line near Speer on July 1, 1976 and a 3-unit UP train rolling through Granite Canyon on the old lines' 1.55% grade on May 10, '76. Both pix by Ron were with Rolleiflex, 75mm Tessar lens, Plus-X film, 1/500 at F9.5.

SHORELINER is edited by Wm. G. Dulmaine, Jr., and issued quarterly by the New Haven Railroad Historical & Technical Assn., Inc., a non-profit tax-exempt group, P.O. Box 11285, Green Lantern Station, Montgomery, Ala. 36111. Subscriptions in U.S. and Canada: $8.50 for first year, $8 thereafter. Foreign postage $2 extra per year. Treasuer of NHRHTA is Ronald Hall, 280 North Elm St., Wallingford, Conn. 06492.

There are many steam fans in this organization, but they know that every issue of their fine quarterly can't be all steam. Case in point is Summer '77 featuring New Haven's DL-109's with No. 0722 on front cover. Narragansett Pier NRHS' Ben Perry did a nice job with his piece on this early New Haven diesel.

Inside are good pix by Gordon Cochrane, Jr., John P. Ahrens, Ray Hubert, and Lewis Walter, among others. Also original drawings of DER-1a and 1-B by W.A. Cuisinier with modifications by Leigh Backstrom and Wm. G. Dulmaine, Jr. The president of NHRHSA, Al Lawrence, has a nice drawing of the old Cranton, R.I., tower.

THE RAILROAD ENTHUSIAST, edited by Peter A.R. Campagna, with able assistance by Laurence M. Blanke, Jr., and Bruce E. Thorne, is back in circulation again. I hope for a long and happy run. It will, as of old, be published twice a year. Under *Interesting Railfan* Frank Kyper, it was Fall and Winter, and Spring and Summer. Nice format to follow. Members will receive a copy free, non-members 75¢ with a mailing charge of 25¢. All letters concerning the magazine should go to Pete at 1415 Palisade Ave., Union City, N.J. 07087.

Articles in this issue include "The Goat That Carried Silk," by Thomas R. Lewis, Jr., a glimpse of South Manchester R.R. in Connecticut. Prof. Tom is with Hartford Div. of RRE. Bruce Thorne takes us on a motor chase of Steamtown and High Iron's No. 759 in "A New and Exciting Experience." Bruce is with NY Div. Brian Jennison and Grant Flanders of Golden Gate Div. have a nice piece in SP Extra 4449. Our old pal, Mel Ost, RRE prexy, is glad to see the magazine back in print again. I'm another, and I know many more. It's a real bonus for the membership.

THE TIMETABLE COLLECTOR, edited by Ed Gardner for National Assn. of Timetable Collectors; pix, maps, timetables. Copies sell for $1 each from Bob Russell, 400 S. Chester Pike, Apt. 6-B, Glenolden, Pa. 19036. Regular membership, $12. Get details from John Weston, membership director, P.O. Box 339, Wilmette, Ill. 60091.

One of Ed's favorite issues—and mine, too—is *Adirondack Vistas*, retailling for $5. It has all the beauty and romance of this upstate New York area during the flowering of the old mountain hotels and inns when the only way to get to many places was via the New York Central, Northern Adirondack, Adirondack, Chateaugay, Ogdensburg & Lake Champlain, and Adirondack & St. Lawrence railroads. Ed's old timetables of these roads make the twilight zone a great place to visit.

Our Cut-Rate Book Service

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All ads in this section cost 35¢ a word (minimum 25 words, no maximum), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Jan. issue closed Oct. 15.)

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

OLD STATE, RAILROAD & COUNTY MAPS. 70-110 years old. All states. 13¢ stamp for catalog.—Northern Map Co., Dept. RR, Eagle River, Wisc. 54521.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks and signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

1977 COLOR SLIDE CATALOG: over 5,500 different diesel, electric, and some steam locomotives from across North America, representing 380 Class 1, shortline and industrial roads. Catalog includes model, road number, and paint scheme of each unit. Over 300 different models included. Send $2 for catalog and sample to Porreca, Box 22, Boulder, Colo. 80306.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

MICHAEL EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856 sells 3-foot 2-8-2 cutaway rendering, $1.95 ppd.; also set of 10 new steam/diesel postcards, $1.75 ppd.

BIG LIST: DINING CAR CHINA, glasses, silver, cloth. Railroad, Pullman items. Stationery, timetables, menus. Display, eat from dining-car dishes. Send long SSE to James McClellan, 1752 S. Wichita, Wichita, Kan. 67213. Will buy railroad souvenirs, glass, metal, paper, cloth from Pullmans, dining cars, lounge cars, freights, etc. Small to large amounts, good prices paid.

PAUL GARDE, 35-SLIDES CO., Box 6098, Colorado Springs, Colo. 80934, retired to except to sell remaining railroad and trolley collections (no Western), books, magazines, lab set-up. Large SSE for info; state wants.

TIMETABLES FOR SALE: Public and employee. New lists and specials issued regularly. SSE.—Carl Loucks, 199 Wayland, Hamden, Conn. 06518. Will buy your collection of railroad paper items for top dollars.

WE SELL beautiful accurate postage stamps and first day covers depicting railroading around world. Send for no obligation approvals.—Stamps Galore, 2409 John, Superior, Wis. 54880.

ELEVEN FANTASTIC PUBLIC TIMETABLE grab—bags $17 worth for $10. Attractive clear plastic slipcovers for public tts. only $8 per 100. Collections purchased.—Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

Union Pacific's track evaluation car, EC-1, built by Plasser-American Corp., performs track geometry and other machine testing. George Cockle, 5119 Hamilton St., Omaha, Neb.

POCKET WATCHES COLLECTOR will buy railroad and now—railroad, any condition.—R. Szwec, 3025 Summerset, Boise, Idaho 83705.

MIDWESTERN RAILS! Packed with railfan locations branch lines, diesel rosters, news, photos, maps. 12 big issues only $8.—White Publishing, 208-L N. Stewart St., Genesco, Ill. 61254.

RAILROAD MAGAZINE, RMC, Trains. MR, Official Guides, other rail periodicals from 1930s, '40s to present. Full years and singles. List SSE.—F&W Enterprises, Box 65, Richardson, Texas 75080.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful certificate $2. I am eager to buy stocks, bonds, and Western railroad passes. Write!—Ken Prag, Box 531R, Burlingame, Calif. 94010.

CHICAGO & NORTH WESTERN RR. memorabilia, history, wanted.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

NEW YORK CENTRAL 1978 CALENDAR. A different photo for each month. Historical dates noted. $3 each. (Ohio residents please include sales tax.)—New York Central System Historical Society, Inc., 2292 N. River Rd., N.W., Warren, Ohio 44483.

AVAILABLE: The Northeast Railroad Scene. A brief look before Conrail. Photo albums: #1, The Lehigh Valley; #2, The Lehigh & Hudson River, $4 each. No checks.—John Bissell, Box 11, Neteong, N.J. 07857.

LACKAWANNA RAILROAD FANS will enjoy three soft-cover, plastic-bound, "Pictorial Review" books as follows: Vol. 1, a potpourri of material from 1920 to 1960 Erie-Lackawanna merger. Contains complete 1930 public timetables, 1938 suburban timetables, 1954 consists of main and branch line trains, pictures and story of 24 hours at Scranton, many other interesting photos and advertisements.

Vol. 2, containing much older era material, shows Heart Lake Station on cover, with rare old postcard views from Washington, N.J., to Buffalo, N.Y., Main Line Division employees timetable No. 2, December, 1899, Syracuse, Binghamton, and New York 1863 timetable, and 1917 System public timetable. 162 real rare, interesting postcard views.

Vol. 3 is devoted to material on the suburban lines out of Hoboken and on the Bloomsburg Division, including 77 old suburban area postcard views, 1914 Boonton and Montclair Branch and 1928 Bloomsburg Division public timetables, photographs of Kingston yard operations, 1928 complete System public timetable, plus interesting advertisements. Money back guarantee on all books if they are not to your entire satisfaction. Only $5 each, or $15 for all three. Immediate shipment via book mail from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

CLOTH PATCHES 40¢, 440 different; 8-page illustrated list 25¢, or big 60-page catalog $1.25 Books, jewelry, T-shirts, buckles, postcards, much more.—William Krueger, 2018 Leo St., Dayton, Ohio 45404.

1978 NEW ENGLAND RAILROAD CALENDAR, 13 action-packed photos covering six of New England's finest railroads. Opens to a giant 11x17" and is ready for hanging. $3 ppd. 1977 calendar $2. Send to Comet Films, Box 8741, Boston, Mass. 02114.

DELAWARE & HUDSON and New York Central Adirondack Region fans will enjoy *Adirondack Vistas*, 100-page, soft-cover, plastic-bound, 8½x11book full of rare old timetables and postcard scenes, including complete 1910 Adirondack Division employees timetable, old Delaware & Hudson timetables and views, 1896 Chateaugay Railroad timetable; and much, much more. Money back guarantee if you are not completely satisfied. Only $5 copy via book rate mail from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

TURBINES WESTWARD, the story of the Union Pacific's turbine era, 160 pages, 300 photographs, roster, drawings, hardbound, $14.95.—Lee Publications, 2804 Goodrich Circle, Manhattan, Kan. 66502.

FOR SALE: Locomotive bells, heavy solid brass, full size, 17" in diameter, complete, all original. Price $690. Crating $20 extra.—Paul Vruwink, Lake Lillian, Minn. 56253.

SOUTHERN RAILWAY FANS, enjoy 66 pages of really rare timetables, pictures, "Along the Way" scenes on the old Cincinnati, New Orleans & Texas Pacific (Queen & Crescent Route). Timetable collectors will enjoy an 1887 schedule showing through timetables with the Mann Boudoir cars, and many old advertisements exploiting Queen & Crescent hrains and routes. See splendid old passenger station views, such as Lexington, Ky.; Rockwood, Tenn.; Boyce, Tenn., and many other fine old stations. See a picture of No. 1 doubleheaded in Kentucky. There is much interesting and scarce material for the Southern fan to enjoy in this soft-cover, plastic-bound book. Immediate shipment for only $5 ppd from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

FOR SALE: Reconditioned folding roll-film cameras, sizes 120-620, for large, oblong negatives. Also reconditioned regular 8mm, 16mm movie cameras. Long SSE for lists.—Roger Arcara, 1525 Leland Ave., Bronx, N.Y. 10460.

LONG ISLAND RAIL ROAD photos: black and white, color, slides, some old, some new; and much more, $1. SSE for sample and list.—William Mosher, Box 221, Lisbon, N.H. 03585.

TRACTION PHOTOGRAPHS: New England area. Boston, Portland, Springfield, New Bedford, Worcester, Pittsfield, Concord, Berlin, Connecticut Co., Berkshire, many others. Some old timers. Sent on approval groups of 100 or more, you pay postage both ways. No lists, state wants.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

TRACTION PHOTOGRAPHS: B&QT, TARS, NJPS, Capitol Transit, LVT, Philadelphia, 5-Mile Beach, AC&S, Scranton, New Castle, Pittsburgh, Harrisburg, Albany, FJ&G. Johnstown, many other middle Atlantic Coast area lines. Many old timers. Sent on approval in groups of 100 or more, you pay postage both ways. Size 616, 60¢ each; 122 size, $1 each; enlargements up to $6 each for 8x10's—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

PENNSYLVANIA STEAM AND DIESEL negatives: #1 thru #8299. Send 75¢ and SSE for listing Pennsy 506A.—Railway Negative Exchange, P.O. Box 408, Moraga, Calif. 94556.

ORIGINAL COLOR SLIDES of Class 1 roads and black and white negatives for sale. Slide list $2. Negative list $1.50. Send large SSE.—Charles Conniff, P.O. Box 9686, Jackson, Miss. 39206.

RAILROAD MAGAZINE: Mint condition, 17 complete years, Jan., 1960 thru Dec. 1976, $65.—Peter Keller, 18720 Newsom Ave., Cupertino, Calif. 95014.

TIMETABLES: Five different tts. for $2 postpaid. Includes several from non-existent railroads.—Joe Cerreto, 93 Candide Lane, Storrs, Conn. 06268.

FOR SALE: Steam, diesel, stations, black & white pictures. Send 3 13¢ stamps for approvals. Also color pix.—Max Miller, Box 365, College Corner, Ohio 45003.

CHICAGO GREAT WESTERN pictures 1,000 Illinois, Iowa, Minnesota depots, engines, wrecks, etc. Lists SSE and $1 refundable.—Finch, 215 Koch, Genoa, Ill. 60135.

FOR SALE: Lionel Trains. 2340 N.Y. Central diesel A-A unit, 624 AT&SF switcher, 762 Berkshire with whistle tender, 4 Manhattan passenger cars, operating accessories and cars, "O" track, ZW transformer. Want to sell as package. N.Y.C. (212) 260-7539.

FOR SALE: RAILROAD Magazine, 1933-1954; 1833 American Railroad Journal; The Long Island Railroad, Parts 3 and 4. LSSE for other railroad and trolley books.—Carl Larson, 62 Crane St., Caldwell, N.J. 07006.

AMTRAK TIMETABLE SAMPLER. 12 different route and train timetables, $3. 24 for $5.—M.D. Meyer, 128 Corner St., Watertown, Wisc. 53094.

1978 NEW ENGLAND RAILROAD CALENDARS, $3; for 1977, $2; 40 world-wide railroad postage stamps, $1. Deduct 50¢ for any two items.—Kenray, Box 422, Wilton, N.H. 03086.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wisc. 54401, sells 3½x5 black & white railroad photos, adv. folders, maps, *Official Guides, Trains Magazines, Railroad Magazines*. Send SSE plus 10¢ for list.

FOR SALE: Magazines, hard cover books. Send for list. SSE—Woehler, 45 Florence Ave., Massapequa, N.Y. 11758, or call (516) 798-5588.

FOR SALE: Private collection Railway Passenger Guides from 1857 to 1971 plus railroad and trolley books, tts., maps, pamphlets. Some foreign. SSE.—Hoffman, 435 High St., Woodsbury, N.J. 08096.

"SIXTEEN SLIPS"—One-hour stereo cassette, lively, unusual performances by doubleheaders #972 and 148, 1246 and 1293, and engines 610, 630, 2101, 4070, 4449, and 4501. Featuring thirty minutes of continuous racing alongside #2101. Steep grades, Sandpatch, Christiansburg, WM, "rathole." Send $6.95 to Menkel Sounds, Box 195R, Rutherford, N.J. 07070. Add N.J. tax. Postpaid 1st Class. Dolby version available. Request gift wrap.

Lynne Ritchie, waiting for train to take her back to St. Petersburg, Fla., home, sits on steps of Seaboard Coast Line depot at San Antonio, Fla., reading her favorite magazine.

Photograph by Fred Clark, Jr.

SHAYS: ORIGINAL SLIDES of Cass Shays, shots in yard, hauling trains, portraits, and more. Set of 15, $9.95 postpaid.—John McCourt, 4133 Comly St., Philadelphia, Pa. 19135.

FOR SALE: RAILROAD AND TRAINS MAGAZINES, 1943 up to date, $1 each. Shipping, separate binders, $5 each.—C. Trudelle, 215 30th St., Apt. 24, Miami Beach, Fla. 33140.

"GRAPE BELT ROUTE," Buffalo & Lake Erie Traction, 10 maps, 3-page roster, 224 pages, 430 illustrations, $9.50. Collection of 30 railroad books, *Poor's Manuals* 1872-1899. SSE.—Bill Gordon, 232 Beresofrd Rd., Rochester, N.Y. 14610.

FOR SALE: BALTIMORE & OHIO original steam negatives, b&w, size 116. Send 15¢ for price list.—Cyril Butcher, 8 Coyne Street, St. Thomas, Ont., Canada N5R 4K8.

RAILROADIANA FOR SALE: tts., promotional papers, *Official Guides,* china. Large SSE for list.—Fred Frostick, 1532 Louden Heights Rd., Charleston, W. Va. 25314.

BUFFALO AREA RAIL PHOTOGRAPHS: The 1978 wall calendar is now available featuring 13 nostalgic steam, diesel, and electric scenes in and around Western N.Y. High quality. Only $2.75 each postpaid. Going fast! Order today! Send to NRHS Buffalo Chapter, 415 E. Union St., Lockport, N.Y. 14094.

FOR SALE: Railroad Stories Magazines, years 1934-1976. Complete years: 1936; 1937; 1939-1947; 1950-1953; 1965-1969; 1972. Fair to good condition. Trains Magazines, years 1946-1976. Complete years: 1951-1967; 1972; 1974; 1975. Excellent to good condition. Submit bid for entire lot to Henry Abbot, 5272 River Road, Suite 250, Bethesda, Maryland 20016.

PASSES: ASSORTMENT, over 100 railroads 1914-1922. Many obscure. Also Great Lake ferry passes. SSE for list.—Bill Todd, 60 Hartley Hills Dr., Hagerstown, Ind. 47346. ●

Coming Events

(No charge for listing in this section)

Nov. 26, 27; Dec. 3, 4, 11, 17, 18: Santa Claus trips, Morris County Central R.R., Newfoundland, N.J.

Dec. 3-4: N.Y. Chapter, R&LHS, reasonably-priced gala weekend packaged roundtrip from New York City with trips on narrow-gage steam Edaville R.R. amid multi-colored Christmas setting, Yule railclub dinner at Cape Cod vintage restaurant, overnight accommodations; return N.Y. via Essex Conn.; ride Valley R.R., Sunday dinner planned. Contact David J. McCoy, trip chairman, N.Y. Chapter, R&LHS, P.O. Box 434, New York, N.Y. 10017.

Dec. 3, 4, 10, 11, 17, 18: Santa Claus rides Valley Railroad trains, Essex, Conn.

Dec. 4, 11, 18: Santa Claus Days, Branford Trolley Museum, 17 River St., East Haven, Conn.

Dec. 10, 11: fifth semi-annual open house of Silver Spring Model RR Society, 8701 Colesville Rd., Silver Spring, Md. Four to 8 trains run simultaneously on mainline. Children's layouts operating. Admission free. Contact the Society, Box 630, Silver Spring, Md. 20901.

Dec. 10, 11: Christmas Special, Monticello & Sangamon Valley Ry., Monticello, Ill.

Dec. 17: Big Bash Train Meets, Sears, AHM Bldg., D and Tioga Sts., Philadelphia. Auction 1:30 p.m., free rr. movies, operating layouts. Pre-registered 8-ft. tables $5. Tables at the door $7. Pre-registration $1, at door $1.50, kids 50¢, family minimum $2. For details send SSE to Bernie Paul, D and Tioga Sts., Philadelphia, Pa. 19134.

Dec. 17, 18: Santa Claus Specials, New Hope & Ivyland R.R., New Hope, Pa.

Dec. 30-Jan. 1: New England New Year in country inn; roundtrip rail trip from Boston. Jan. 15: Snowflake 78; only New England winter train from Boston to Berkshires. Skiing, sleigh rides, historic Deerfield homes, much more. Write Mystic Valley Railway Society, P.O. Box 32, Mattapan, Mass. 02126.

Feb. 7—Amtrak and American Rail Tours announce Mardis Gras Fun Trains to New Orleans. One will leave Los angeles on Jan. 31; the other, Chicago, on Feb. 3. Dixieland jazz group on both trains. Packages include train round trip, New Orleans hotel, sightseeing, some meals; rates start at $499 from Chicago, $691 Los Angeles.

Pen Pals Wanted

(No charge for listing in this section)

Miss Rosemarie S. Lonzaga (age 17), BNAC, Bilikan, Leyte, Phillipies, college student, reads paperback novels, collects stamps.

Dave Boyd (age 28), 188 E. Foster St., Melrose, Mass. 02176, worked for Penn Central and Conrail, trades slides of trains and ships, preferably with someone in the United Kingdom.

Ms. Ester Ventic (age 45), 777-D Jakosalem St., Cebu City 6401, Philippines, statistician, collects postcards.

Miss Elsie E. Diotay (age 24), National Agricultural College, Biliran, Leyte, Philippines, Bachelor of Science in Agriculture, enjoys novels.

Miss Venicia Mijares (age 22), 777-D Jakosalem St., Cebu City 6401, Philippines, likes reading, swimming, philately.

Miss Judith O. Ventic (age 23), c/o University of San Carlos, P del Rosario St., Cebu City 6401, Philippines, is a stamp collector.

Cornell Spring (age 24), 147884, P.O. Box 69, London, Ohio 43140, in a correctional institution, writes, "I need a friend to whom I can relate emotionally."

(Mr.) Jeilam I. Mohamed, c/o Hassa Mephat Samater, P.O. Box 178 Jidah, Saudi Arabia, writes: "I am a young Somali who is greatly interested in photography. I need someone to help me raise my standards in picture-taking. I want some good photos to study." (Ed. note: He sent us a few of his non-rr. prints, with beautiful pictures of a mosque on 2 of the 3 stamps on his envelope.)

Miss Fely O. Ventic (age 37), 22 Bonbon, Nueva Caceres, Oslob, Cebu 6438, Philippines, school teacher, interested in picture postcards.

Stephen Panopoulos (age 16), 5;4 Talbott Ave., Lutherville, Md. 21093, hopes to go into engine service, wants to hear from diesel loco engr., active or retired.

Billy Joe Carter (age 45), Rte. 3, Box 392, Cullman, Ala. 33055, collects postcards, wants pen pals.

T. Hughes, Jr., 612 Ridge Ave., Pottsville, Pa. 17401, wants pix of trains on Frackville grade, ex-Reading right-of-way, Schuylkill County, Pa.

Miss Phoebe Riveral (age 19), Bonbon, Oslob, Cebu 6438, Philippines, college student, will answer anyone who writes to her in English, Spanish, French, or German. Miss Arlene Riveral (age 16), same address, student, English only.

Miss Nenita Montiadora (age 14), Kawayan, Leyte 6907, Philippines, high school grad, says her hobby is to "collect a boy friend."

Miss Ching Will Yin (age 16), 7 Pesiaran Bruas, Kuala Lumpur 23;06, Malaysia, will correspond only with teen-agers.

Mlle. Mirelle Jacquet (age 15), 1 Rue Jeanne d'Arc, 57400 Sarrebourg, France, daughter of French RR. supervisor, interested in sports, music; will correspond with daughter of any British Rail employee.

Miss Brenda Adriane (age 15), c/o Cebu Hollow block & Tile Factory, Burgos St., Cebu City 6401, Philippines.

Miss Estanica Liong, Manaue, Cebu City 6433, Philippines, speaks English, Greek, Chinese, high school student.

Miss Rosemarie B. Chan (age 15), c/o Lion Merchandising Severinoi St., San Carlos City, 6033, Philippines, high school student, linguist.

Brian Tasker (age 22) S.M.Q. Dampier, Western Australia 6713, engineman, photographer, wants pix of 65-ton diesels used on U.S. Navy narrow-gage rr. at Pearl Harbor. Has many photos to swap.

Ms. Usabel Dumagsa (widow, age 48), 73 D.C. Padilla St., Cebu City 6401, Philippines. ●

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